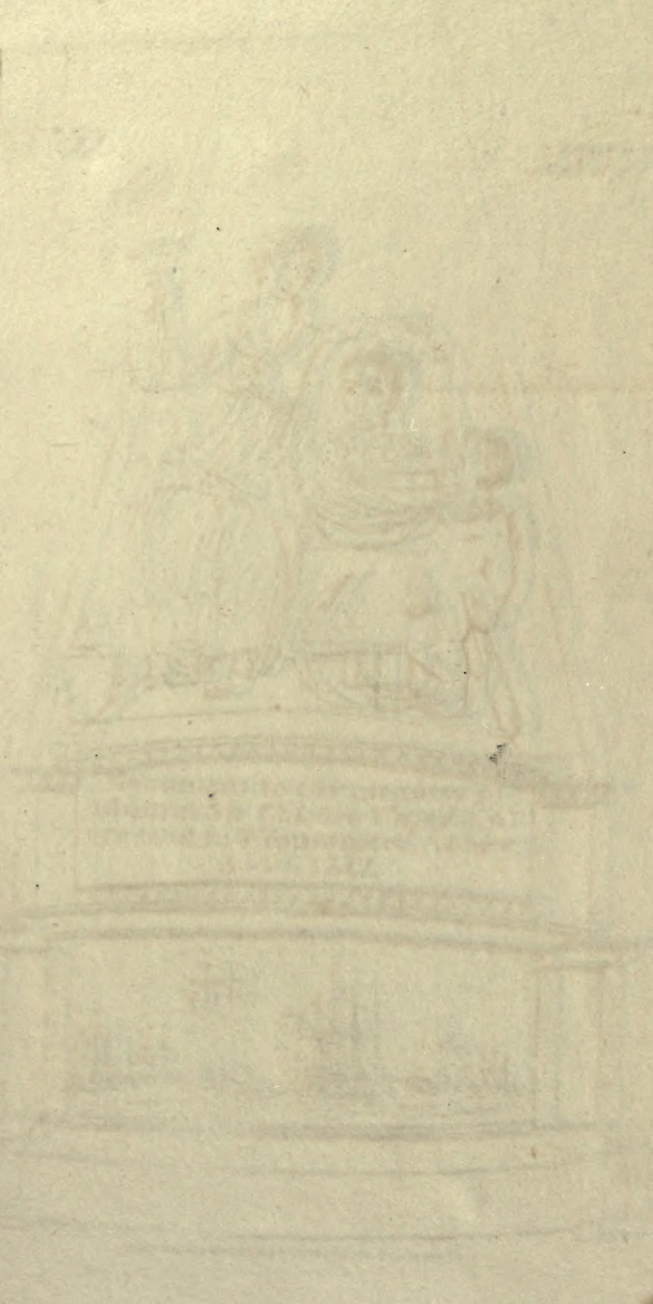
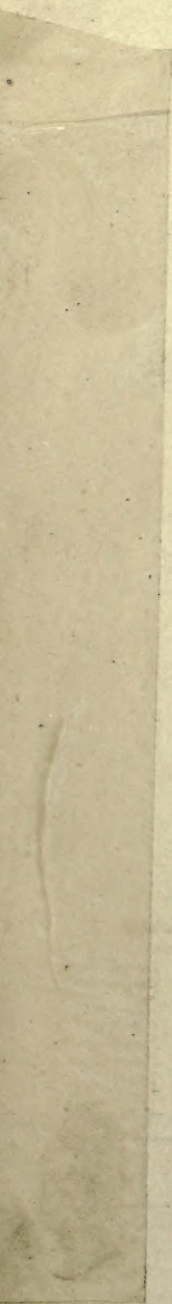
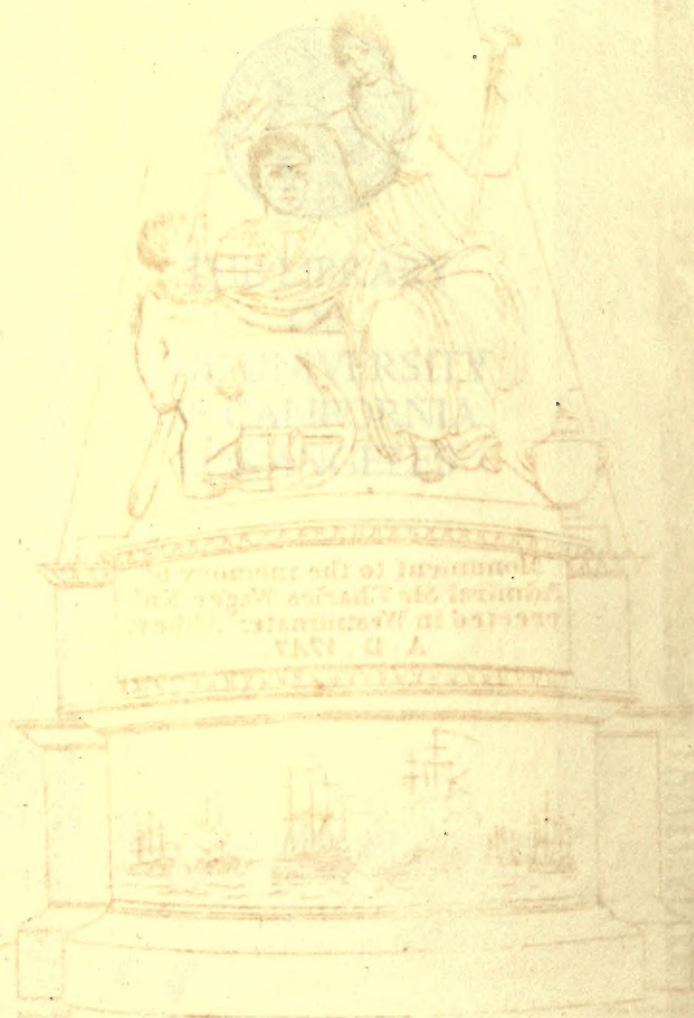


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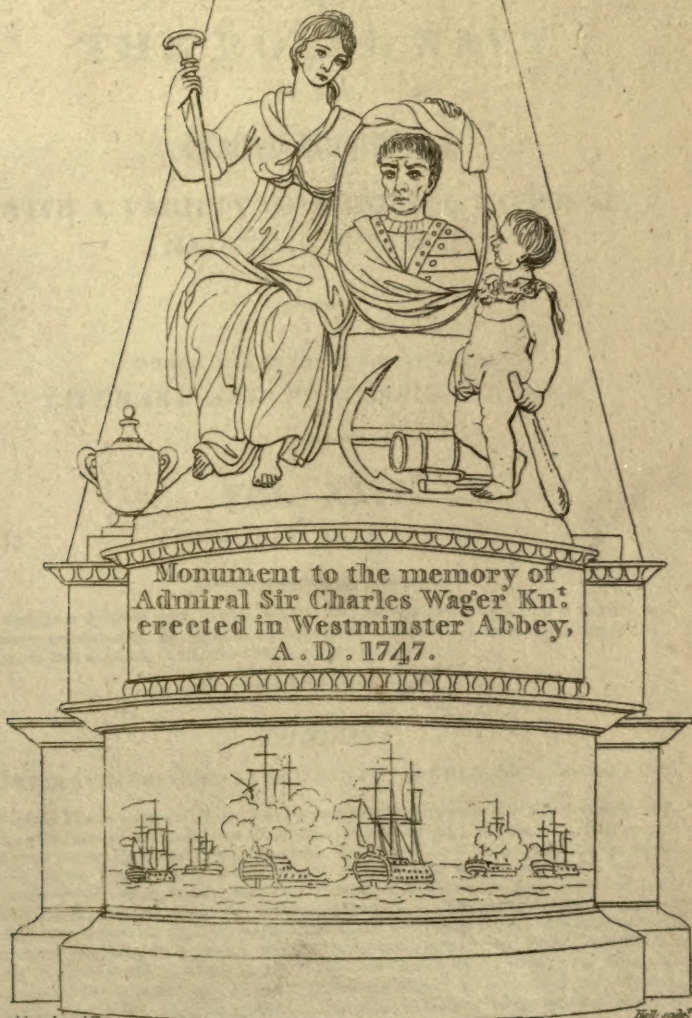




NAVAL CHRONICLE.

VOL

XXIV.



Monument to the memory of
Admiral Sir Charles Wager Kn^t.
erected in Westminster Abbey,
A. D. 1747.

Solomons del.

Published December 31 1846, by J. W. & Co. 12, New Lane, London.

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THE
Naval Chronicle,

FOR 1810:

CONTAINING A
GENERAL AND BIOGRAPHICAL HISTORY

OF
THE ROYAL NAVY

OF THE
United Kingdom ;

WITH A VARIETY OF ORIGINAL PAPERS ON
NAUTICAL SUBJECTS.

UNDER THE GUIDANCE OF SEVERAL
LITERARY AND PROFESSIONAL MEN.

VOL. XXIV.

(FROM JULY TO DECEMBER.)

*Agnoscent Britanni suam causam. — Hic duc, hic exercitus, ibi tributa et metalla, et
ceteræ servientium pœnæ ; quas in æternum proferre, aut statim ulcisci, in hoc campo est.
Proinde ituri in aciem, et majores vestros, et posteros cogitate !*

LONDON :

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And sold by Messrs. Longman, Hurst, Rees, Orme & Browne, Messrs. Wilkie & Robinson, Messrs. Sherwood, Neeley, and Jones, and Mr. Walker, *Paternoster-row* ; White and Co. *Fleet-street* ; Messrs. Vernal, Hood, and Sharpe, *Poultry* ; Mr. Asperne, and Messrs. Richardsons, *Cornhill* ; Messrs. Black, Parry, and Kingsbury, *Leadenhall-street* ; Messrs. Crosby and Co. *Stationers'-hall-court* ; Messrs. Scatchard and Letterman, and Mr. Law, *Avenue-lane* ; Mr. Lindsell, *Wimpole-street* ; Mr. Andrews, *Charing-cross* ; Mr. Booth, *Duke-street, Portland-place* ; Messrs. Mottley and Co. *Portsmouth* ; Mr. Woodward, *Portsea* ; Messrs. Congdon, *Hoxland, and Platt, Dock* ; Messrs. Haydon, Rees, and Curtis, Smith, Rogers, and Nettleton, *Plymouth* ; Mr. Godwin, *Bath* ; Messrs. Norton and Son, *Bristol* ; Mr. Robinson, *Liverpool* ; Mr. Wilson, *Hull* ; Messrs. Manners and Miller, Mr. Creech, and Mr. Constable, *Edinburgh* ; Mr. Turnbull and Mr. Lumsden, *Glasgow* ; and the principal Booksellers in the different Seaport Towns throughout the United Kingdom.

Journal of the

1810

1810

GENERAL AND SPECIAL HISTORY

OF

THE ROYAL NAVY

BY

ADJUTANT GENERAL

WITH AN APPENDIX TO THE HISTORY OF THE ROYAL NAVY

NATIONAL HISTORY

IS RESPECTFULLY DEDICATED

TO THE ROYAL NAVY

BY THE ROYAL NAVY

VOL. XXII

(PART II. BY THE ROYAL NAVY)

London: Printed by J. G. ALLEN, at the Office of the Royal Navy, Whitehall, 1810.

Price 10s. 6d.

1810

PRINTED AND SOLD BY J. G. ALLEN, at the Office of the Royal Navy, Whitehall, 1810.

As the Royal Navy is the most powerful arm of the British Empire, and as the history of the Royal Navy is the history of the British Empire, it is the duty of the Royal Navy to publish a history of the Royal Navy, which shall be a complete and accurate history of the Royal Navy, and which shall be a complete and accurate history of the British Empire.

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TO
ADMIRAL SIR ROBERT CALDER, BART.

THIS TWENTY-FOURTH VOLUME OF THE

Naval Chronicle

IS RESPECTFULLY DEDICATED

BY THE PROPRIETOR AND EDITORS.

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PREFACE

TO THE TWENTY-FOURTH VOLUME.

— “*Coenae fercula nostrae*
Malim convivis quam placuisse coquis.”—MARTIAL. IX. 61.

SPENCE, in the preface to his *Polymetis*, says, “there is not any sort of writing which he sits down to with so much reluctance as that of prefaces:” as we are somewhat inclined to his opinion, and moreover believe that most people are not much more given to reading them, than we are fond of writing them, we shall, for the reader’s sake as well as our own, get over this as fast as is consistent with our duty. For, notwithstanding ordinary readers may be apt to skip over these little compositions, and that some even consider them as so many pages lost, the case is different with us; we have what may be called a literary duty to perform, and the present is one of the stated periods for that performance. We have to justify principles, to acknowledge patronage, to vindicate conduct, or to record gratitude. In a work avowedly the produce of auxiliary literature, the Editor must wait for the returns of this period to appear personally before the tribunal to which he is amenable: and above all we are bound not to neglect the opportunities which the embodying our monthly numbers into half-yearly volumes affords, for placing our thanksgiving to contributing friends upon more permanent record than the wrappers of the *CHRONICLES*; much too fugitive a medium to satisfy our feelings, or even to tranquillize our conscience. Otherwise a work like the present might certainly be permitted to appear without the accustomed ornament of a preface: for what are miscellanies but a bundle of prefaces? and a periodical publication which has attained its *twenty-fourth volume*, may refer the proof of its merits to the very fact of its existence. We do refer to that fact, with what we trust is an excusable, if not a laudable pride, as the test of having realised the professions of our original *prospectus*, when we undertook to occupy a space in literature and science, till then so greatly neglected, as to form no considerable chasm.

Before we indulge ourselves by entering on the acknowledgments that are due for the favours of our patrons and correspondents, we think that many of our readers will not be displeased at being detained a few moments by our making some necessary observations upon certain points connected with the circumstances of these eventful and turbulent times.

First with respect to *party*. In the technical acceptance of that term we belong to none, deeming it, according to Swift’s satisfactory definition, “the madness of many for the gain of a few.” Not that we mean in theory to deny that in a society constituted like the English public, good is generally not to be effected without the association of men who have the same object in view: or that we mean to affect that frigid impartiality between the efforts of political antagonists contending for the good of our country, (that is, when the public weal is the true object) which we cannot maintain even at a match between two pugilists or two race-horses. But we beg leave to declare, that although the *NAVAL CHRONICLE* shall never in our hands be intimidated to degenerate into a party publication, it will not shew backwardness in the present critical situation of Britain to promote a system in the administration of its affairs that the conductors of this work deem conclusive to the general welfare. We have seen more or less to blame in the policy and conduct of both those bodies of statesmen who struggle, some for power, others for place: but the times imperiously demand a prompt and energetic government; and to check with wanton or obdurate opposition, at a season of acknowledged peril, the executive hand of the state, we should deem a crime of no ordinary magnitude.

It is much the fashion just at present, particularly with those in possession of profitable employments paid by the public, to apply the well-known dramatic quotation, that

— “Nought shall make us rue,
If England to itself do rest but true.”

After what we have just said concerning the NAVAL CHRONICLE being ready to stand by the Pilots and Timoneers* of the good old ship Britannia, we may venture to say a few words on the practical application of that old saying by certain writers and *talkers* of the day. What they mean evidently and undeniably by the country being true to itself, is it's being true to *them*; true to keep them in *place*, they mean its quiet acquiescence in the system that perpetuates patronage, emolument, and perquisites. There are, however, a set of men who think very differently of the meaning of the same phrase, who think that the right way for the country to be true to itself is to sweep away abuses and corruption, and then to adopt a system that shall effectually prevent their return. These men, and we are not ashamed to confess ourselves of the number, think that a nation, like an individual, cannot be said to be true to itself if it lends itself to self-deception in the management of its affairs: but that it then becomes false to itself, cannot stand, must fall, and commits political suicide.

This naturally leads us to the remedy: which was the other point on which we meant to address our readers, but is in fact a member of the same subject. One principal resource is the *Press*. A great proportion of every community must hate its liberty, although in this country few will confess it. Wherever there exists great opportunities of abusing public confidence, and of jobbing, the Liberty of the Press is considered a grievance by the throng that prey or strive to prey upon the nation. They cannot carry on their work in peace and quietness for this vexatious engine: Great Jobbers are exposed to the incredible mortification of their high connections, since those in office are prevented, by the fear of general indignation, from hushing the matter up: A minister cannot purchase votes for pensions and offices, without "raising a clamor that might be very inconvenient:" A man cannot provide for himself, his family, and connections, out of the public money, though he dash through thick and thin for a reasonable time, without its being known to the world—and all owing to the *licentiousness* of the Press. Some may, perhaps, be convinced by good reasons, that concealment is best; but all cannot, and some will not, be so convinced—and out comes the truth in one way or other. Many, no doubt, feel this to be, as *Sir Pertinax* says, a national grievance; and the Press is loudly censured for that very quality which renders it of such immense utility—the elucidation and diffusion of truth. No wonder, then, that the Press should be put under the care of *privilege*!

As for ourselves, in taking leave of these subjects by a distinct profession of faith, we find no formula better adapted to our sentiments than the answer of Plato when consulted by the Syracusans whether to revive the tyranny or to establish a popular government:—

"A state will never be happy either under a confirmed despotism or an excessive liberty. We must yield obedience to kings, who are themselves subjects to the laws: extreme licentiousness and extreme servitude are equally perilous, and produce nearly the same effects. The law is the god of the wise, and unrestrained will, the god of fools."

Biography still continues to be our leading article: it is in our opinion the study of all others most calculated to expand the powers of the human mind. It is only by observing with attention the characters and conduct of others that we can learn to form and regulate our own: but the period even of a much longer life than is the common lot of mankind, would be insufficient to enable us to do this from our own actual experience and observation. It is well known, that the writings of Plutarch have been the manual of some of the most shining ornaments of modern history. We present our exertions in this department with confidence: the six biographical memoirs in this Volume complete a collection of *one hundred and forty five* lives of naval worthies, with their portraits introduced wherever we have had an opportunity of making engravings from original pictures: these form a

* "Starboard again! the watchful pilot cries,
"Starboard! th' obedient *timoneer* replies."

body of biography that we trust will stand a comparison with any other periodical work. We have had our own doubts, and the opinions of our friends have been divided, as to the adoption exclusively of contemporaneous or of posthumous biography, as the system of the *NAVAL CHRONICLE*: although the present Volume contains two of the former, Sir J. A. Wood, and Sir J. L. Yeo, and four of the latter, Capt. J. Shortland, Sir Joshua Rowley, Sir R. Pearson, and Captain J. Turnor, we do not wish that accidental proportion to be interpreted as a sign that we have made up our minds on the subject. Our ideas will be found stated somewhat at length in the last volume, page 285, by the medium of a note in answer to some remarks of our correspondent *Steropes*: to which we have only to add fresh lamentations over the difficulty we meet in collecting authentic information concerning the career of living officers, and to renew our solicitations that their friends and intimate connections would second us in overcoming the modesty of some, and in getting the better of the characteristic carelessness and indifference of others, so that every officer, whose professional services have been praiseworthy or exemplary, may grace the pages of the *NAVAL CHRONICLE*.

We have been favoured with a letter, respecting the professional services of Admiral Sir Robert Calder, to whom this Volume is dedicated; which will enable us, in the course of the next Volume, to furnish some *Addenda* to the Biographical Memoir of that respectable Officer, given in the XVIIth Volume of the *NAVAL CHRONICLE*, page 89.

The difficulty which a naval officer, when confined to the limits of his station, experiences, in becoming acquainted with the transactions of the literary world, has induced us not only to review and give copious extracts of the principal works that appertain to the naval profession, but to extend that branch of our work so as to cheer the labor of the mariner by greater variety of information. Nature herself is most delightful in her miscellaneous scenes, and the reader of a volume of miscellanies may fancy himself in the temple of that goddess where he can behold all climates at a glance, and feel all seasons in one place. We allude more particularly to our elaborate revision of Professor Clarke's very instructive and amusing travels to Russia, Tartary, and Turkey, including a voyage on the Black Sea, which will be found at pages 134, 318, and 480. Under the same head of Naval Literature our thanks are due to *Palinurus*, for his account of Arrowsmith's last map of Europe, page 231; and the well-informed censor of Nelson's life, by Clarke and Macarthur, will find how amply we have availed ourselves of his industry in bringing that voluminous and costly publication to the particular acquaintance of our naval readers, at pages 55, 406, in addition to the space we had already allotted to that book in the preceding Volume.

We have received such flattering demonstrations of approbation from many of our most respectable Readers and Correspondents, for our industry in collecting and recording *Naval Letters on Service*, which are not to be found in the publications by the Admiralty, that we shall redouble our exertions to obtain sight of such documents, and hope soon to present some additional articles concerning the Dardanelles. Officers who are in possession of such correspondence, will confer an obligation upon us by the communication. For the discharge of our duty in this way, we beg leave more particularly to refer to Vol. XIX. page 292, for Sir Sidney Smith's official letter, relating to his attack on the Turkish squadron; to Vol. XXIII. page 290, for Captain Duncan's letters, while on service in the Mediterranean; and to Captain Love's communication of his letter to Admiral Berkeley, respecting a privateer, at page 308 of this volume.

A Map of the Coal, or Hunter's River, in New South Wales, by the late Captain John Shortland, (the same officer whose life is given at page 1) is to be found at page 312.

M. N. is requested to accept our thanks, for his obliging communication, respecting Fort Ferrier, the retreating place of the Haytian president, Christophe. An engraving from his sketches appears at page 241.

We shall be much obliged to such of our Correspondents, as can furnish us with any authentic information, respecting Admiral Philip, the first Governor of the British settlements in New South Wales; his Memoirs being in preparation.

We wish we could procure copies of a Memorial by Sir A. S. Hammond, upon the subject of his flag: and also of a Memorial of Services addressed to the last Board of Admiralty by Lieutenant G. Hillier, which latter has been mentioned to us, by a Correspondent, as interesting. Our duty and our inclination, equally induce us to record the claims of meritorious Officers upon the pages of the *only* work dedicated to the BRITISH NAVY; such communications, therefore, will always be sure of a decided preference with us.

Sir JOSEPH SENHOUSE is requested to accept our thanks for an ingenious paper, describing his invention for raising the *Royal George*, which is given at page 207.—We hope Sir Joseph will often favour us with his valuable communications.

Z. B. will perceive, from our ready insertion (page 218) of his communication of a spirited defence by a merchant ship, although not entirely novel to us, how readily we pay attention to the mercantile marine.

We thank our correspondent *John Spector*, for his letter relating to the half-pay of Captains, &c. (page 112) and also for his communication of *Errata* in Vol. VI. and an interesting Panoramic Sketch of *Porto Bello* (found in our LETTER BOX, at Mr. Andrew's, Charing Cross).

We have received "An Appeal to the Public in behalf of Nicholas Tomlinson, Esq. a Captain in his Majesty's navy, &c." which is under consideration for notice in the literary department of the NAVAL CHRONICLE. We take this opportunity of referring the person whom we have to thank for this present to page 222 of this Volume; where a vindication of Captain Tomlinson's conduct upon another occasion will be found spontaneously recorded, according to the principle professed by the Proprietor, in the fifth paragraph of his circular address lately published, and now in course of distribution.* Had we received earlier communication that officer's recent trial would have been more amply noticed than it is at page 102 of the present Volume.

Mr. Connop Thirlwall's lines of the late Captain J. Shortland, at page 63, are marked by *pathos* and *imagery* that would not have derogated from the fame of bards much older than the author. We feel particularly obliged by this contribution to our collection of Naval Poetry.

We also thank *Nearchus* for the light he has thrown on an obscure, but interesting subject, in his letters on the Wahabbi Arabs (see pages 293 371) his knowledge of the country is such as few other persons possess; for even the oriental geographers, who call that region *Yamama*, abandon all account of the interior as impenetrable, on account of marauding "*Bedawis*." (We here adopt *Nearchus's* oriental orthography). And we entreat the attention of our readers connected with the East to the notes affixed to those letters, as presenting a body of local and national information by no means common in the correspondence of the most respectable periodical works.

Our other worthy Correspondents, A. F. Y.—*Tycho-Brahé*—*Neptune*—L. T. O—*Antigallican*—T. H.—F. R. S.—*Heart of Oak*—*A Friend to the Navy*.—C. D. L.—N. D.—*Tim Weatherside*.—*Othmanicus*.—E. H. H. (of North Wales)—*Philotechnes*.—*Alfred*.—*Nihil*.—*Thomas Inkle*.—F.—S. S.—*Oceanus*—*A British Merchant*—and *Faber*, will be pleased not to measure our estimation of their respective contributions by the brevity of our present acknowledgments, which are regulated by disposable space only.

Finally, the Wrappers of this CHRONICLE are recommended to Navy Agents, Ship-Owners, Builders, publishers of Nautical Works, and in general to all other classes of dealers in naval articles, as an eligible medium of extensive advertisement.

* To this address, which is delivered *gratis* on application at the Naval Chronicle Office, is subjoined an index to the Portraits, Marine Views, Charts, and other picturesque embellishments of the XXIV Volumes already published, alphabetically arranged, and pointing out the volume and number wherein the subjects respectively appear.



The above Engraving by Nesbit, from a Drawing by Pocock, represents his Majesty's brig *Speedy*, commanded by the Right Hon. Lord Cochrane, conducting her prize, the Spanish xebecque frigate, into Port Mahon, Minorca; taken by boarding, off Barcelona, on the 6th of May, 1801, after a close engagement of one hour and a half. The *Speedy* had 14 guns, 4-pounders, and 54 men; the *Gamo* 32 guns, and 319 men.—See the Memoir of Lord Cochrane, Vol. XXII. page 1.

MEMOIR OF THE PUBLIC SERVICES
OF THE LATE
CAPTAIN JOHN SHORTLAND,
OF THE ROYAL NAVY.

"From the dust his laurels bloom,
High they shoot, and flourish free;
Glory's temple is the tomb!
Death is immortality."

ALTHOUGH no part of our naval history has equalled the present in the number, the brilliancy, or the importance of gallant achievements; and rapidly as they pass in succession before our eyes, from the splendid victory of an admiral to the unequal but successful combat of a commander of a packet, a grateful and admiring country records them in her faithful page, prepares a niche in the temple of fame for her hero, and embalms him in our memory for the example and instruction of present and future ages.

Where success crowns the conflict, no deductions are made from its full portion of praise; the public voice enters into no scrutiny;

victory sheds a dazzling lustre round the hero, and his brows are decked with blooming laurels, which bid defiance to the noxious breath of envy, or the whisper of detraction. Ample credit is given for the possession of resplendent talents, and personal acquirements; and he is hailed with acclamation in his road to fame and fortune.

But when victory frowns upon him, and ceases to acknowledge him for her child, it is natural to pause before we bestow the meed of praise. If disaster be not a presumptive proof of misconduct, it furnishes a reasonable ground for inquiry. Merit is then weighed in a true balance; and it is only after justice has poised the scales with a suspicious eye, and with impartial hand turns the beam in his favour, that his name is rescued from shame and oblivion, and enrolled in the annals of renown. If, however, his fame be dearly bought, its value is enhanced, it brightens with time, and dazzles the beholder. A recording angel plucks the quill from a seraph's wing, and drops the tear of sympathy, whilst he notes down, in the imperishable volume, the matchless deed; and points to the dying hero, the kindred spirits in the realms of glory ready to receive his soul, and encircle his brows with an immortal wreath.

If the subject of our memoir furnish few and scanty materials, either for instruction or amusement; if his career be not distinguished by numerous or interesting traits of courage and skill; the last scene of his valuable life will prove that it was the want of opportunity alone, which was denied him by a train of circumstances over which he had no control, that prevented him from contributing to the stock of naval glory. If the love of our country, undaunted courage, ardent zeal, steady perseverance, and a nice sense of honour, form the character of a British officer, Captain Shortland yielded in these qualities to none that ever adorned the page of history.

Captain Shortland, the subject of our immediate consideration, was the son of an officer, who, by his professional merit, was entitled to an earlier, and a higher promotion in the service, than he obtained. Of that gentleman, with whom Captain Shortland first went to sea, we find the following brief, but

honourable biographical notice, in Phillip's *Voyage to Botany Bay*:—

“ Lieutenant John Shortland very early in life had a strong predilection for the navy, and in 1755, at the age of sixteen, he entered into his Majesty's service, on board the *Anson*, a sixty-gun ship, which went out in the fleet under the command of Admiral Boscawen. On the banks of Newfoundland this fleet fell in with, and took the *Alcide* and *Lys*, two French ships, of seventy-four guns. On his return from this expedition, he went on board the *Culloden*, a seventy-four gun ship, and was in the fleet under Admiral Byng, off Minorca. Shortly afterwards he went into the *Hampton Court*, commanded by Captain Harvey, in which ship he was present at the taking of the *Foudroyant* and *Arpè*. On his arrival in England, he went on board the *Vanguard*, Commodore Swanton, to the West Indies, in the fleet under Admiral Rodney, and was present at the reduction of Martinique, the Grenades, and the other islands which were then captured. In 1763, he was promoted to the rank of lieutenant by Admiral Swanton; since which period he has always been employed in active and important services. During the late war, and for some time afterwards, he was chiefly employed in going to and from America, except in the year 1782, when he was appointed to command the transports with the 97th regiment on board, destined for the relief of Gibraltar, under convoy of his Majesty's ships *Cerberus*, and *Apollo*: he was not only successful in getting all the transports in safe, but he also landed the men without any loss.

“ On Lieutenant Shortland's return home from this service, in endeavouring to get through the Gulf of Gibraltar, in the night, he was chased by a squadron of Spanish frigates, who took three of the transports in company, but he was so fortunate as to escape in the *Betsy* transport, and arrived safe in England, without either loss or damage. In the year 1786 he was appointed agent to the transports sent by government to New South Wales, at which place he arrived in January, 1788. After remaining six months at the new settlement at Port Jackson, he was ordered to England by way of Batavia, by his Excellency Governor Phillip, who honoured him with the official despatches for government, and he arrived in England on the 29th of May, 1789.*

Mr. Shortland, we believe, never attained a higher rank than that of master and commander. What his subsequent services were, we know not; but, beloved and regretted by all who knew him, he closed a life of honour and integrity, at the age of 67.

* It is due to departed merit to state, that the services of Lieutenant Shortland, in New South Wales, were of a very active nature; and some of the charts, &c. given in Phillip's *Voyage*, are from surveys which he made. In that work will be found, a portrait of Lieutenant Shortland; a Table of the Route of the *Alexander* (the ship which he commanded)

He died at Lisle, in France, in the early part of the year 1803; leaving a widow, two sons, and two daughters. It is deserving of remark, that every male branch of the Shortland family has been devoted to the naval service of the country.

the variation of the compass, and meteorological observations during the voyage from Port Jackson to Batavia; and a detailed account—drawn up, we believe, from his own papers—of the proceedings on the voyage, and the dreadful sufferings of his crew. It appears, that “the *Alexander*, the *Friendship*, the *Prince of Wales*, and the *Borrowdale*, were got ready in the beginning of July, 1788, to sail for England, under the care and conduct of Lieutenant Shortland, at which time Governor Phillip took the opinions of the masters of those transports concerning their route. The season was thought to be too far advanced for them to attempt the southern course, by Van Diemen’s Land; and the passage by Cape Horn was objected to by the Governor. It was therefore agreed unanimously that they should go to the northward, either through Endeavour Straits, or round New Guinea. Unfortunately the ships were ill prepared to encounter the difficulties, which were to be expected in every mode of return; their complement of men was small, only six to an hundred tons, officers included; they were without a surgeon, and unprovided with those articles which have been found essential to the preservation of health in long voyages, such as bore-cole, sour-cROUT, portable-soup, and the other antiseptics recommended by the Royal Society. It cannot be therefore wondered, though it must be deeply regretted, that the sailors should have suffered so dreadfully from the scurvy, in the length of time necessary for exploring a passage through an unknown sea, perplexed with islands, where they were destitute of assistance from charts, or observations of former navigators; and were not fortunate enough to obtain a supply of salutary refreshments.” The *Alexander* left Port Jackson on the 14th of July, steering E.N.E. intending to touch at Lord Howe Island, there to meet the other ships, and appoint a place of rendezvous, in case of separation. She, however, lost sight of the *Prince of Wales*, and the *Borrowdale*, on the 18th, and saw them no more, they having steered a different course. The *Friendship* continued close in company. About the 10th of August, the scurvy began to shew itself; and, for want of proper remedies, it increased so rapidly, that it was ultimately found necessary to sacrifice one of the ships, that both of them might not be lost. Towards the latter end of September, some deaths had happened in the *Alexander*, and scarcely any of her crew were capable of exertion; but, in the *Friendship*, only one man was disabled. By the 20th of October, both of the crews were in a pitiable condition. The *Alexander* had lost eight men, and was reduced to two men in a watch; only four seamen, and two boys, being at all fit for duty. The *Friendship* had only five men who were not disabled; both of the ships were short of provisions; and, as the western monsoon was expected soon to set in, it was agreed to destroy the *Friendship*, the smaller of the two

John, the elder son, the lamented subject of this memoir, was born on the 5th of September, 1769; and, in 1781, at the age of twelve, he took his first voyage with his father, who was then going out to Quebec, in the capacity of agent for transports. At

vessels. She was accordingly cleared, bored, and turned adrift. The joint crews now amounted to only thirty men, officers and boys included. On the 29th of October, the *Alexander* got under weigh from off the coast of Borneo. The sickness continued to increase; and, by the beginning of November, only one man, besides the officers, was able to go aloft. "Had the *Alexander* been at this time a very few days sail more distant from Batavia, she must inevitably have been lost, not from any stress of weather, or danger of coasts or shoals, but merely from inability to conduct her into the port, as every man on board must have been totally disabled. On the 17th of November only one man was fit for work, besides the officers; a very little longer continuance would have reduced her to the condition of floating at the mercy of wind and waves, without any possibility of assisting, impeding, or directing her course. At six that evening, the wind being too scanty to carry her into the roads of Batavia, an effort was made by all indiscriminately who were able to work, and anchor was cast between the islands of Leyden and Alkmara; soon after a gun was fired, and a signal made for assistance. At two in the afternoon on the 18th, as no assistance arrived, the still greater effort of weighing anchor was tried, and the task performed with the utmost difficulty; after which, standing in with the sea breeze, the ship came again to anchor at five, in nine fathoms. The boat was now hoisted out, and sent to beg assistance from the Dutch commodore, the crew of the *Alexander* being so much reduced as to be unable to furl their own sails. A party was immediately sent to assist, and six of the Dutch seamen remained on board all night, lest any blowing weather should come on. Never, perhaps, did any ship arrive in port more helpless, without being shattered by weather, from the mere effects of a dreadful and invincible disorder.

"At five in the morning of the 19th, the welcome sight appeared of a boat from the Dutch commodore, which he had humanely laded with refreshments. She brought also a boatswain's mate and twelve seamen to assist in refitting the ship for sea. The sick were sent on the 20th to the hospital, where several of them died, being too far gone for any accommodation or skill to recover. From the Bridgewater and Contractor East Indiamen, which lay in the road when the *Alexander* arrived; and from the *Raymond*, *Asia*, and *Duke of Montrose*, which came in a few days after; with the assistance of a few men from the Dutch commodore, a fresh crew was at length made up, in which only four of the original seamen remained, the rest being either dead, or not enough recovered to return with the *Alexander*, when she sailed again on the 7th of December." Nothing remarkable happening, during the remainder of the passage, the *Alexander* arrived off the Isle of Wight on the 28th of May, 1789.

this time, his sole prospect of rising in the service was by his own exertions; a powerful stimulant to an active and generous mind. On his return, he was recommended, by the late Admiral Kempenfelt,* to Captain James Ferguson,† of the *Surprise* frigate; and when that ship was, shortly afterwards, paid off, he was (in 1783) appointed to the *Latona* frigate, Captain Boston, then under orders for the West Indies. On that station, Mr. Shortland remained four years; but, as it was in time of peace, it is probable that the services on which he was employed, were not of the most interesting nature.

When he returned to England, in 1787, the first expedition to New South Wales was fitting out; and as his father had been appointed agent to the fleet, he was, at his solicitation, received on board the *Sirius*, by Commodore (now Admiral) Phillip.‡ Captain John Hunter was, at the same time, appointed second captain of that ship.

* A portrait and biographical memoir of this officer appear in the VIIth Volume of the *NAVAL CHRONICLE*, page 365.

† Captain James Ferguson distinguished himself when commanding the *Brune*, and the *Venus*, in America and the West Indies. “In the month of January, 1784, he was, on the decease of Captain Broderick Hartwell, appointed Lieutenant-governor of Greenwich Hospital, a station in which he continued till the time of his death, which happened on the 14th of February, 1793. This gentleman, among some eccentricities, possessed also many excellent qualities, and the shades of the former were not in any degree capable of obscuring the brilliancy of the latter. The latter years of his life he unfortunately passed almost in a state of childhood, in consequence of a paralytic stroke, which befel him about the year 1786.”—*Vide CHARNOCK’S Biographia Navalis*, Vol. VI.

‡ The *Sirius*, as we learn from the remarks prefixed to Lieutenant King’s Journal, published in HUNTER’S *Historical Journal of the Transactions at Port Jackson and Norfolk Island*, &c. was built in the river Thames for an east country ship; and in loading her, she took fire and was burnt down to her wales. The government wanting a roomy vessel to carry stores abroad, in 1781, purchased her bottom, which was built with such stuff as, during the war, could be found. She went two voyages as the *Berwick* store-ship; and without any repairs she was reported, when the present expedition was thought of, as fit for the voyage to New Holland, when she was named *The Sirius*. Experience, however, evinced, that she was altogether adequate to the service for which she was destined; and carried her crew safe through one of the most tremendous gales, on a lee shore, that the oldest seamen remembered.]

The *Sirius*, in company with the *Supply* armed tender, and six transports, sailed from the Mother Bank on the 13th of May, 1787; anchored off Teneriffe on the 3d of June; crossed the line on the 5th of July; reached Rio de Janeiro on the 5th of August; and anchored in Table Bay, Cape of Good Hope, on the 14th of October. On the 12th of November, she sailed from the Cape; and, on the 25th, Commodore Phillip left her, and went on board of the *Supply*; leaving Captain Hunter in the *Sirius*, to follow with the store-ships, and a part of the transports. The *Supply* reached Botany Bay on the 18th of January, 1788, and the *Sirius* on the 20th.

Mr. Shortland was thus present at the first settling of the colony at Port Jackson; and his subsequent employment, as may be seen by referring to our memoir of Captain Hunter,* to PHILLIP'S *Voyage to Botany Bay*, and to HUNTER'S *Historical Journal*, &c. was of a very laborious and trying nature.—On the 1st of October following, agreeably to the instructions of Governor Phillip, the *Sirius* sailed for the Cape of Good Hope, to purchase provisions; and, in consequence of her springing a leak, a few hours after she left Port Jackson, the pumps were obliged to be kept at work during the whole of the voyage. Having doubled Cape Horn, she reached the place of her destination on the 1st of January, 1789; but, from a want of the necessary remedies, the scurvy had, by that time, made considerable ravages amongst her crew. At Table Bay, the *Sirius* took on board twelve months' provisions for the ship's company, about six months' flour for the infant settlement, various stores, &c.; on the 20th of February, she sailed on her return; and, on the 8th of May, she arrived safe at Port Jackson, having, in this voyage, completely circumnavigated the globe.†

After discharging her cargo, the *Sirius* underwent the necessary repairs. Supplies of provisions, and stores, had long been expected from Europe; and, as none had arrived at the close of the year, (1789) an extreme anxiety was apparent. "In February,"

* *Vide* NAVAL CHRONICLE, Vol. VI. page 349, *et seq.*

† The *Sirius* had been absent 219 days; 51 of which she lay in Table Bay; consequently, she was only 168 days in describing the circle of the earth.

says Captain Hunter, in his *Historical Journal*, "we began to look a little serious on our disappointment of arrivals: we had not now more than provisions till June, at the allowance (half) I have already mentioned. The governor now saw a necessity for dividing the settlement, and signified his intention that such division should take place soon, by sending a certain number of marines and convicts, under the command of Major Ross, the lieutenant-governor, to Norfolk Island; at which place he understood there were many resources, which Port Jackson, or the country round it, did not afford; and the gardens and cultivated lands here also would then be more enjoyed by the remaining numbers: accordingly an arrangement took place, and on the 26th of February, I received an order to prepare the *Sirius* for sea, and to embark the lieutenant-governor, with one company of marines, and the officers, baggage, and also 186 convicts; in all, 221 persons; and with such a proportion of the remaining provisions and other stores, as the settlement at that time could furnish; and I was directed to land them upon Norfolk Island: Lieutenant Ball, commander of his Majesty's armed tender *Supply*, was ordered under my command, and he also embarked a company of marines, and twenty convicts."

The *Sirius* left Port Jackson on the 6th of March, made Norfolk Island on the 13th of the same month, and, by the 15th, the whole of the people were safely landed. The weather immediately became unfavourable; and, as will be seen more at large in a succeeding page,* the ship was eventually thrown upon a reef of rocks, and her bottom beaten out. The surf was tremendous; but, fortunately, though all the crew were dragged on shore through it, not one of them was lost.

On this melancholy occasion, Mr. Shortland was one of the few, who, with the master, volunteered their services to save as much of the provisions from the wreck as was possible; the island, contrary to the opinion and expectation of Governor Phillip, neither producing nor affording any adequate subsistence for the numerous inhabitants which it had now received.—The *Supply* not having sailed on her return to Port Jackson, took

* *Vide SHIPWRECKS, No. XLI.*

part of the crew of the *Sirius*; but Captain Hunter, the first lieutenant, the master, Mr. Shortland, and a few of the other midshipmen, were left on Norfolk Island, where they remained eleven months; a part of which time they were in great distress for want of food.—In the severe service to which Mr. Shortland was exposed, in getting the provisions on shore, after the wreck, his health was greatly injured. For several successive nights, he slept upon wet sails, which subjected him ever afterwards to the most excruciating and almost constant rheumatic pains.

The *Supply* at length returned to Norfolk Island; and, on the 11th of February, 1791, the officers and crew of the *Sirius* embarked in her for Port Jackson, where they safely arrived on the 27th of the same month.—It appeared, that the *Supply*, when she reached Port Jackson with the account of the loss of the *Sirius*, was immediately despatched to Batavia, for the purpose of hiring a vessel, and loading her with provisions, for the relief of the settlement. She fortunately obtained the *Waaksamheyd*, a Dutch snow of about 300 tons burthen, with which she returned to Port Jackson. After some necessary repairs, she then sailed for Norfolk Island, on the service already mentioned.

On their arrival amongst their friends, the crew of the *Sirius* understood that the governor had entered into a contract with the master of the Dutch snow, for carrying them to England; “a piece of information,” says Captain Hunter, “which I did not by any means feel a pleasure in hearing: for, anxious as I was to reach England as soon as possible, I should with much patience rather have waited the arrival of an English ship, than to have embarked under the direction, or at the disposal, of a foreigner: however, preparations were then making for sending us off as fast as possible.”

Accordingly, on the 27th of March, Captain Hunter, accompanied by his officers and crew, left Sydney Cove, in the *Waaksamheyd*, for Batavia; but, instead of a run of sixteen weeks, as they expected, and had provided for, they did not reach that settlement till the 27th of September. The *Waaksamheyd* took her “route northward, it being the commencement of the winter, and passed through the channel that was discovered by

Captain Carteret, in the *Swallow*, and which divides New Britain from New Ireland; went through the Strait of Macassar, and after a passage of twenty-six weeks reached Batavia. The vessel being foul sailed very ill, and they were unfortunately troubled with tedious calms near the line, and strong easterly currents, which, with the shortness of their provisions, occasioned their suffering much; they were compelled to stop at two different islands in search of water, where they were seriously attacked by the natives."*

At Batavia, Captain Hunter purchased the *Waaksamhejd*; and, having obtained the necessary stores, provisions, &c. he sailed from thence, for the Cape of Good Hope, on the 20th of October. He reached that settlement on the 17th of December; left it on the 19th of January, 1792; touched at St. Helena on the 4th of February; and arrived at Portsmouth on the 22d of April.—Mr. Shortland, with Captain Hunter, and the rest of the officers and crew of the *Sirius*, were afterwards tried by a court martial, for the loss of that ship, and honourably acquitted.

It may here be remarked, that if, during his absence from England, Mr. Shortland had witnessed no brilliant display of military heroism, he had, by the most laborious services, been perfected in the duties of his profession. The various occurrences which fell under his eye, were the means of expanding his mind, and of calling all its faculties into action; at the same time that he enjoyed the enviable opportunity of acquiring such useful knowledge as distinguishes the real seaman, and man of nautical science.

Mr. Shortland, thus compleat in his professional education, had been but a short time in England, before he was promoted to the rank of lieutenant, in the *Arrogant*, commanded, at that time, by the present Admiral Whitshed,† on the home station. He

* *Vide* biographical memoir of Captain (now rear-admiral) John Hunter, *NAVAL CHRONICLE*, Vol. VI. page 365.—At page 381, of the same volume, is a plate, engraved by Greig, from a drawing by Captain Hunter, representing an *Engagement between the Crew of the Waaksamhejd Transport and the Natives of an Island near Mindanao*; accompanied by a descriptive extract from Captain Hunter's Journal.

† A portrait and memoir of this officer will be found in the XXXII^d Volume of the *NAVAL CHRONICLE*, page 353.

remained in that ship till the latter end of 1794, or the beginning of 1795, when his old captain, Hunter, was appointed to the government of New South Wales. The knowledge which the commodore possessed of his skill and general ability (having had him under his eye, in the *Sirius*, during the whole of the first voyage to Botany Bay) naturally induced him to fix on Mr. Shortland for his first lieutenant, in the *Reliance*, on board of which he had hoisted his pendant.—Mr. Shortland, much as he respected Captain Hunter, left the *Arrogant* with the utmost reluctance and regret; and he afterwards considered his removal as the most unfortunate era of his life; as an event that banished him from the active scene which was opened by the French revolution, and which furnished so many, who, with minds like his, were longing to fight their country's battles, with the opportunity of acquiring a deathless renown. At that time, however, it was uncertain whether the armament which was fitting out might not be rendered nugatory by a peace; and he was earnestly solicited, by his family and friends, to accept a foreign station, as presenting the best prospect of promotion. He accordingly proceeded to New South Wales; where, much to his sorrow, he was doomed to remain five years, during the time of war.

The *Reliance* was fitted out for the purpose of discovery, and also to assist in procuring necessaries for the infant colony; consequently, while Lieutenant Shortland served in that ship (from 1795 to 1800) he made several voyages to the Cape of Good Hope, Otaheite, New Zealand, &c.

On his return to England, in the year 1800, he was promoted, by Earl Spencer, to the rank of master and commander; and, by the interest of his revered friend, Admiral Schanck,* at that time a commissioner of the Transport Board, he was appointed to the *Pandour*, a 44-gun frigate, *armée en flute*, as agent of the troops then going to Egypt. When he came back, the *Pandour* was paid off; and, in the course of a few days afterwards, he was appointed to the *Dolphin*, from which he was shortly removed into the *Trompeuse*, a fine sloop of war, of 18 guns, and ordered to

* A memoir of Admiral Schanck has been some time in preparation; and we hope it will appear in a subsequent part of the present Volume.

the coast of Guinea. While on that station, on the death of Captain Brawn, he was made post in the Squirrel, of 24 guns, by Captain George Scott; an appointment which was confirmed by the Admiralty, on his arrival in England, in 1805.*

Captain Shortland was next ordered on the Halifax station, under Admiral Sir J. B. Warren; † and he remained there, till his gallant friend, Captain Scott, captured the Junon, in the month of February, 1809, when the admiral was pleased immediately to appoint him to that frigate.

We are now approaching to that last act of heroism, which led to the close of an honourable and valued life.—About the middle of September, the Junon sailed from Halifax, on a cruise; but, from the scarcity of men at that port, her crew was upwards of a hundred deficient of its complement, and she was, in other respects, very indifferently found. This circumstance is proper to be mentioned, as it places the exertions of Captain Shortland in a more striking point of view.—On the 8th of November, in latitude 32 deg. 35 min. north, longitude 35 deg. 5 min. west, the Junon spoke an American schooner, twenty-two days from Cadiz, bound to Norfolk, in Virginia; the master of which informed Captain Shortland, that, on the 1st of that month, he had fallen in with a French ship of 20 guns, and about 150 men, bound to Guadaloupe. This information being afterwards corroborated by the master of the Hercules brig, of Liverpool, Captain Shortland was induced to stretch to the westward, in the hope of intercepting and capturing the enemy. On the morning of the 13th of December, four ships were observed, which, from information previously received, were supposed to be large Jamaica-men; but, on making them out more distinctly, they were discovered to be four large frigates, under Spanish colours. On this, Captain Shortland ordered the Spanish private signals to be made; and, as they were correctly answered, the Junon stood towards the frigates, with the view of obtaining some intelligence of the enemy. As she neared them, the private signals were repeatedly

* Captain Shortland took his post rank from the 6th of August, 1805.

† A portrait and memoir of Sir J. B. Warren, are given in the IIIrd Volume of the NAVAL CHRONICLE, page 333.

made, and as promptly and correctly answered ; and, no doubt remaining in Captain Shortland's breast, but that they really were Spanish ships, he made all sail towards them. On coming within gun-shot, however, he began to suspect them, and gave orders to put the ship about. At that moment, the enemy pulling down the Spanish, and hoisting French colours, poured a broadside into the *Junon*, which, unfortunately, killed the man at the helm ; and, as the one who took his place did not correctly hear the orders, the ship, instead of running between the two headmost frigates, sheered on board one of them, and was immediately closed by the other, on the opposite side. Thus, all chance of escape was lost. In this situation, Captain Shortland, with only 200 men on board, yet feeling as an Englishman, resolved at all hazards to defend the British flag, and immediately cleared for action. The French ships—for such they proved to be—were, *la Renommée*, of 48 guns, and 300 men, commanded by M. Roquebert ; *la Clorinde*, of the same force and complement of men, commanded by M. St. Cricq ; *la Seine*, of 20 guns, and 200 men, commanded by M. Vincent ; and *la Loire*, of 20 guns, and 200 men, commanded by M. Kerger. The two last were large frigates, *armée en flute*, conveying 400 soldiers, with military stores and provisions, to Guadaloupe.

As the enemy closed upon the *Junon*, they took their stations in the most advantageous manner : *la Renommée*, and *la Clorinde*, the two larger frigates, lay one on each side of her ; and *la Seine* passed her bowsprit over the *Junon*'s starboard, and *la Loire* her's over her larboard quarter. In this situation, they commenced a most destructive fire of great and small arms ; of which the latter, from the number of soldiers on board the French ships, proved very galling. Thus circumstanced, Captain Shortland, with the genuine valour of a Briton, promptly determined to board the enemy ; and, calling up his boarders and marines, he, and Lieutenant Greme, of the latter force, were on the point of making the attempt, when the Frenchmen, perceiving their design, directed a general volley of grape and musketry against them, by which that gallant young officer, Lieutenant Greme, and about a dozen marines and boarders, fell dead, and many others were severely wounded. From a want of hands, Captain Shortland now found

himself compelled to abandon the glorious intention of carrying the enemy's ships, and to stand on the defensive.—The enemy still continued a most severe fire of grape, &c. and several times shewed an inclination to board, but were as often deterred, by the undaunted valour of the *Junon's* men. Captain Shortland himself, stung by their cowardly proceedings, in assailing him with such superior numbers, seized a boarding pike, and actually picked several of the Frenchmen from their own rigging, as they ascended for the purpose of boarding the *Junon*, and threw them into the sea. Their fire, however, proved so destructive, that scarcely a man remained on the upper deck unhurt; and a langridge shot unfortunately striking Captain Shortland, in its full force, he was taken senseless from the deck, and carried below severely wounded.

The command of the ship now devolved on Lieutenant Deckar, who, several times, with only eight or nine men by his side, repulsed the enemy's boarders. But such odds were too great for any valour to overcome; and Lieutenant Deckar, finding the ship unmanageable, and none on deck excepting himself that was not wounded, sent down to Captain Shortland for instructions how to act. Captain Shortland answered, when he might judge that farther resistance would be unavailing temerity, it would be proper to strike. Lieutenant Deckar, however, who seems to have possessed a spirit perfectly congenial with that of his captain, still continued the contest; but, being thrown down by a splinter, as he alone maintained the deck, the enemy jumped on board, and, before he could recover himself, holding a pistol to his head, commanded him to give directions for the firing, which was still kept up from below, to cease. Seeing the deck in the possession of the enemy, and no hands below competent to the task of retaking it, Lieutenant Deckar gave the necessary directions, and the *Junon* was accordingly taken possession of by the enemy, after a contest of about an hour and a quarter.

In this action, so glorious to the British name, the *Junon* had about 90 men killed and wounded; and her hull was so complete a wreck, that the enemy were compelled to burn her the morning after the capture. Her colours were entirely shot away during the

engagement ; but, what is very remarkable, and perhaps singular, the English pendant was actually flying over her, at the time she was burning.*

* In addition to the above, which is the first and only correct account that has appeared of this remarkable action, we subjoin the following extract from the official report of the French captain Roquebert, commander of la Renommée. The *veracity* of M. Roquebert cannot fail of being particularly admired ; as it will be seen, that he takes no notice whatever, of la Seine and la Loire, but clearly intimates, that la Renommée and la Clorinde were the only vessels engaged with the Junon !

“ On the 13th of December, the frigate, la Renommée, under my command, and la Clorinde, Captain St. Cricq, being with the transports under our convoy, in lat. 17 deg. 6 min. N. and 62 deg. W. we descried at half-past twelve P.M. a large frigate and a brig, enemy's vessels, to windward. By manœuvring on both sides we came about half-past five within gun-shot. Shortly after, having closed within nearly pistol-shot, the Clorinde and Renommée opened their fire upon the enemy's frigate, which presented her starboard side to me. This very destructive discharge, however, the enemy answered but by an ill-directed fire, and shortly he valiantly attempted to tack and pass under the stern of la Renommée. I succeeded in avoiding this attempt to rake me, and gave him a broadside point blank. Captain St. Cricq, la Clorinde, who was to windward, immediately luffed up and fell aboard her on one side, while I fell aboard her on the other. The enemy having dropped his foresail, parted for an instant. I practised the same manœuvre to close him, and the fire of the artillery and musketry of his Majesty's two frigates was renewed with so much vivacity, that it soon silenced that of the enemy. La Clorinde came again close alongside, and, shortly after, the shouts of “ Long live the Emperor ! ” announced the surrender of the enemy, at the moment when several of la Renommée's crew leaped on board. Lieutenant and Ensign Kearadec, of la Clorinde, were among the first ; among the men who followed was a boatswain, aged 60, who, forgetting his years, darted on board with the greatest intrepidity. The action lasted 40 minutes, during almost the whole of which, we were yard-arm to yard-arm, or broadside to broadside. The frigate taken is the Junon, of 40 guns, and 300 men. Captain Shortland, who commanded her, has been severely wounded, and has lost one of his officers. She had 90 men killed and wounded. La Renommée has had 15 killed and three wounded ; la Clorinde six killed and 15 wounded. Among the latter is Ensign Sorel, who was thrown down upon the deck in the boarding. Captain St. Cricq manœuvred his frigate in this action with courage and ability. I did not expect less from such a companion. Upon all occasions of our cruise he afforded nothing but cause for praise ; but the highest which I could bestow, would fall short of his merit. I cannot express how much I am satisfied with my officers and crew. Captain St. Cricq lost not a mo-

Nothing can set the glory of this action in a stronger light, than the minutes taken from the log-book of la Seine, which assign, as a reason for not pursuing the *Observateur*, (a small sloop in company with the *Junon*, which Captain Shortland despatched to apprise Admiral Sir A. Cochrane of the enemy being in that quarter) that *they could not spare one of the frigates for that purpose.*

Captain Shortland's wounds were extremely severe. It is generally believed, that he received the greatest number of bad wounds ever known in one action. The gallant Nelson lost an arm, and an eye, and was otherwise much mutilated; but the numerous personal injuries which he sustained, were the result of *several* engagements: Captain Shortland, in *one*, was much wounded in both legs, and in his side; his left arm, and hand, were shattered to pieces; and all his knuckles were broken. His head was the only part unhurt. He suffered the amputation of his right leg, above the knee, and of a finger; a grape shot was extracted from his hand; and, had there been a probability of saving his life, other operations would have been necessary.

His sufferings were also greatly augmented, by the several removals to which he was subjected. It was with great difficulty that he was first conveyed from the *Junon*, to one of the French frigates; a very heavy sea running at the time. He was there placed in the captain's cabin; but, unfortunately, under the supposition that an English frigate was in sight, the ship was cleared for action, and Captain Shortland was removed into the gun-room. The *Observateur* having given the necessary intelligence to Sir Alexander Cochrane, several English vessels made their appearance before Basseterre; in consequence of which, the French were

ment to pay the same tribute of praise to those of the *Clorinde*. The brig which accompanied the *Junon* is the *Observateur*, eighteen 24-pounders, took no part in the action, except by one broadside, which she fired at la *Renommée*, after which she ran, and escaped by favour of the night. The English captain manœuvred his frigate with equal courage and ability, but it was become impossible for him to escape us. I request your Excellency to recommend both to his Majesty; and I most particularly call your attention to Messrs. Galaber and Serio, first lieutenants of the two frigates.

(Signed)

“ ROQUEBERT.”

unable to make that harbour, and were obliged to run into a small creek, from which Captain Shortland was carried, in an open canoe, under a scorching sun, thirteen miles to the hospital; that being the only place where he could receive the benefit of the French medical staff. There, exhausted by the loss of blood, and worn out by extreme pain, he expired on the 21st of January, 1810; never having been able to sit up, even in his bed, after the day of the action—a period of nearly six weeks.

The dreadful and lamentable manner in which Captain Shortland was mutilated, during the engagement, may, in some measure, be accounted for, by the fact, that his distinguishing gallantry rendered him an object for the enemy to fire at. The crews of the enemy's frigates were picked men; and two of them, as it has been already stated, had 200 troops each on board; notwithstanding which, the *Junon's* little and incomplete crew, successfully repulsed the enemy, in three distinct attempts to board her; and the surviving officers of the *Junon* speak of their commander as heading his men to the last moment, using a pike till he was struck senseless on the deck. To his gallantry, a nation's gratitude is eminently due; as, had not the *Junon* sustained the unequal combat that she did, the *Observateur* could not have escaped, to apprise the admiral and our cruisers of the situation of the enemy; intelligence which ultimately led to the destruction of two of the French frigates, at Guadaloupe. They were indeed so closely pursued, that their officers were able only to save the money which they had on board; being under the necessity of blowing the ships up, with all their stores, &c. to prevent them from falling into our hands.*

* The official details of the destruction of *la Renommée* and *la Loire*, on the 18th of December, 1809, are given in our XXIIIrd Volume, page 168, *et seq.* The following additional particulars are extracted from a private letter, dated Barbadoes, December 26 —

“The *Observateur*, having escaped, fell in with one of our light squadrons off Guadaloupe, and apprising them of the approach of the enemy, proceeded to Martinique to inform the admiral of the occurrence. At the moment of Sir Alexander Cochrane's receiving the information, the *Sceptre* and *Alfred* were standing into Fort Royal Bay, and were instantly ordered off by the admiral, who, in the *Pompée*, and with the *Abercrombie*, pro-

Justice to the French medical staff impels us to state, that, during their attendance on Captain Shortland, they vied with our

ceeded to sea the following evening, and the whole arrived off Vieux Fort, Guadaloupe, in time to see a most gallant display of naval heroism, in which all that zeal, courage, and promptitude, could effect, was most gloriously exhibited.—The *Gloire* and *Blonde* frigates, *Ringdove* and *Hazard* sloops, apprized by the *Observateur* of the enemy being at hand, (who, however, separated his force after the capture of the *Junon*) made the most judicious arrangements to cut him off, and so far succeeded, that he was compelled to take refuge in Vieux Fort, a small bay well defended, a few miles to the northward and westward of Basseterre. Here they instantly resolved upon attacking him; and so promptly were their measures carried into effect, that before any additional force, which now had greatly accumulated (the admiral and four line-of-battle ships, and several frigates, being in the offing), could act with them, the *Ringdove* was fairly in-shore of the enemy's two ships, by the time they had landed the troops with which they were crowded; and Captain Dowers, at the head of a party of seamen and marines, followed so close on shore upon them, that he stormed and carried a strong battery before their face. The boats of the *Gloire*, *Blonde*, *Hazard*, and *Pultusk*, which was up in time to share in the glory of the day, speedily followed, and successively stormed three batteries that defended the fort—Captains Cameron of the *Hazard*, Elliot of the *Pultusk*, leading like Captain Dowers, their respective party; as was, no less gallantly, that from the *Blonde* by Lieutenant Jenkins. The enemy's troops landed from the frigates, were rather a miserable conscript banditti, than actual soldiers—they were without arms, and fled upon reaching the shore; the batteries, however, were well manned, spiritedly defended, and carried only by the superior bravery of our seamen and marines. Captain Dowers distinguished himself particularly by the undaunted manner in which he landed his party, and rushed to the attack unsupported by the other boats; but to every officer and man is a full proportion of applause justly due; while to Captain Cameron and Lieutenant Jenkins we owe the tribute of unavailing sorrow, for, in the midst of victory, they fell alike covered with wounds and glory. Captain Cameron, after himself striking the enemy's colours, and receiving a musket-ball wound while doing it, was killed by a grape shot, in getting into his boat; and Lieutenant Jenkins, in the midst of a most gallant struggle within the enemy's works, lost his life at the instant he had triumphed.

“While thus the enemy was driven from his batteries, that he might not annoy us in our attack on the frigates, a heavy cannonade was kept up on them from the in-shore squadron, whose boats had thus destroyed his line of defence ashore; and dispositions were making to attack the frigates; when, dismayed by the impetuosity and courage which they had seen displayed around them, and conscious that all resistance would be unavailing, the enemy abandoned them, first setting them on fire; and happily before

own people, in doing every thing in their power to alleviate his sufferings. Their attentions were, indeed, of the most tender and affectionate nature; and it would be highly grateful to our feelings, could we add, that General Ernouf, now a prisoner in England, as punctually fulfilled the duties of humanity towards his captive; but, on the contrary, he never once inquired after the wounded sufferer, nor did he ever offer to send him a single comfort unattainable by other means! Indeed, the officers in general were but indifferently treated, during their stay at Guadaloupe.

Captain Shortland died, as he had lived, firm in his attachment to the Protestant faith. The sublime duties of religion deeply occupied his attention; and, while on his death-bed, he repeatedly sent his servant (a young man who had lived with him nearly nine years) in quest of a Protestant clergyman; conceiving that there must be some persons on the island, sufficiently enlightened to prefer the reformed to the Roman church. Finding, however, that his wishes could not be accomplished, he had the prayers of the Church service constantly read by those around him; and he was earnest in his entreaties, for it to be explained to every one, that, though he might die in a Catholic country, he should expire firm in the Protestant belief. It was also his anxious request—a request which was scrupulously performed—that no Catholic priest, nor any emblem of that religion, might be seen at his funeral obsequies.

After what has been said, respecting General Ernouf, it is right to add, that, though inattentive to the hero while he was living—when he might have applied the balm of comfort and consolation to his mind, as well as to his body—as soon as he was dead, he gave orders that every military honour should be paid to his remains. The arrangement of his funeral was, consequently, as follows:—Three companies of grenadiers, and three battalion companies, were stationed in the court-yard, to receive the body, under the command of a *Chef de Battalion*. On the body being brought

any of our party had got within reach of the destructive conflagration, they both blew up with a tremendous explosion, accomplishing by their own act the full object and intention of our enterprise."

out, it was received with the accustomed honours; the guard of honour firing over it. The procession then moved, in the following order, to the place of burial; a distance of nearly two miles:—two bands of martial music, playing a solemn dirge; the drums and trumpets covered with crape. The troops, as before mentioned, in military order, with crape hat-bands. The coffin, containing the body of the deceased, borne by six seamen of the *Junon*: on the coffin were the coat, hat, and epaulets, of the deceased; the pall, a British Union Jack (no pall being to be procured on the island, excepting such as were ornamented with the emblems of the Catholic faith) supported by Lieutenant Deckar, first of the *Junon*, two French lieutenant-colonels, and the officer commanding the French marine. The purser and the surgeon of the *Junon* following as chief mourners; after them, the midshipmen; and the procession was closed by nearly the whole of the judges, and military and civil officers, in Guadaloupe. The whole of the road through which it passed was lined by the military.

The funeral service was performed by Mr. Jones, the purser of the *Junon*; there being no protestant clergyman on the island. After the body had been deposited in the earth, the whole of the procession moved solemnly round it, the military firing their pieces into the grave.

Having thus noticed the last sad duties which were performed to his mortal remains, we have but little to add. To deplore his loss, Captain Shortland has left a mother, a brother,* and two sisters. Their only consolation is, the gallant and glorious manner in which he fell; their only hope—that his meritorious services may not be forgotten by his countrymen. By his widowed mother, in particular, his death must be felt as a heavy infliction of Providence; as a stroke which has deprived her of a son, who invariably endeavoured, by every means in his power, to alleviate the severe loss which she had previously sustained, by the death of his

* His brother, Captain Thomas George Shortland, who, as well as himself, was at the first settlement of Port Jackson, was made post on the 1st of March, 1802. He at present commands the *Iris*, in which he sailed, some time in June, on a secret expedition, in company with the *Revenge*, commanded by the Hon. Captain Paget.

lamented father. The character of the deceased cannot be better summed up, than by stating, that he was a most dutiful son, an affectionate brother, a good master, and a universal friend to mankind.

Captain Shortland's services are known to have been holden in high estimation at the Admiralty : had his life been spared, some distinguishing honour, with the grant of a pension, would probably have been conferred upon him ; and, considering the circumstances of the action through which he fell—an action almost unparalleled in history*—it is hoped that some token of national gratitude will be assigned to his surviving relatives. This is the more to be wished, when it is known, that, from the period of his entering the service, till the hour of his death, Captain Shortland had not been more than six months out of actual employment ; and that, by the destruction of the *Junon*, he sustained a loss of from 1,000*l.* to 1,500*l.* which, in consequence of its being her first voyage, he had been under the necessity of expending in her outfit, &c. A public monument has been, we believe, in contemplation ; but, from a want of precedent, which too frequently operates to the injury of individuals, and prevents the performance of great and noble acts, the idea was dropped. If the will, however, be not wanting, it is amply in the power of government to adopt some other mode of perpetuating the memory of the departed.

* At the court martial, which was holden at Guadaloupe, for the trial of the surviving officers and crew of the *Junon*, after the decease of Captain Shortland, very high encomiums were passed on the general conduct of the engagement ; and, to shew the high sense which they entertained of its brilliancy and merit, they strongly recommended Lieutenant Deckar, the first officer, for promotion. The recommendation was promptly attended to by Lord Mulgrave. Mr. Jones, the purser, who was wounded, and was highly spoken of by Captain Shortland, was also appointed to the *Bellerophon*, on his return to England.—A brief notice of the court martial alluded to, will be found in the preceding volume of the *NAVAL CHRONICLE*, page 345.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

SIR RICHARD STRACHAN'S REASONS FOR NOT SINKING VESSELS TO BLOCK UP THE SCHELDT.

THE idea of blocking up the Scheldt by sinking vessels in it, is not new. Report had long maintained a kind of tradition, that something of this description had been effected by the United Provinces, when they restrained the trade of Antwerp, formerly the most flourishing city of the low countries. We believe the greatest restraint on the trade of that city was the removal of mercantile capital to Amsterdam, for freedom and security. However that might be, the following are Admiral Strachan's reasons, given to the Admiralty, for not sinking vessels to block up the Scheldt:—

“The public anxiety, though under a state of delusion, has been led to imagine, that nothing is more easy than to block up the navigation of a river where the channel is narrow; and I am ready to confess, no person's opinion was more eagerly bent than mine to this persuasion, on the first sensation which was produced from the impression of theory; but that idea was materially altered by the effect of observation and practical research.

“I had taken steps to prepare vessels, before I was satisfied of the inexpediency of doing so.

“Captain Peake, a very active and intelligent officer, who was stationed at Bathz with the marine brigade, ascertained the rise of the tides to be *from twenty to twenty-four feet*; and, on the 2d of September, which happened to be the dead of the neaps, he was directed to measure the rise of the tide; the wind was then at S.E. certainly the most checking wind in the Scheldt, and yet it rose 18 feet.

“After this statement of facts, I venture to submit to their lordships' consideration, whether with such a rise of tide, and in a situation where the genius and activity of French mechanics could be employed without any interruption, there was the least prospect, by sinking vessels, to prevent or even to impede the navigation of that part of the river; for it must be evident, that any thing raised above the level of low water could easily be removed; and, without claiming the advantage of what they could work under water, I think it will not be denied, that nothing is more practicable than to get ships across such a narrow bank as any description of vessels would form that we could sink: the enemy's ships might be without difficulty lightened to eighteen feet.

“It appears, on a final calculation, that it will be necessary to destroy twenty-six large ships, and twenty-one smaller ones, to accomplish this purpose.”

REMARKABLE DELIVERANCE.

THE following interesting statement, so highly honourable to Captain Reed, of the Providence, bears the date of Calcutta, April 30, 1809:—

"About half-past eleven o'clock in the forenoon, a budgerow set out from the shore opposite the mint, intending to cross the river, but the boat had got only a few yards from the shore, when she ran against one of the mooring buoys, and instantly upset. The bore was still running, and being aided by a strong southerly wind, the boat quickly drifted up the river, with the bottom uppermost, till she came opposite the premises of Messrs. Harvey, Wetherall, and Co. when she brought up, across the stern moorings of the ship *Providence*, Captain Hugh Reed. It fortunately happened that Captain Reed was at that moment standing on the shore, a spectator of the passing event. He stepped into a dingy, and hurried off to give what assistance he could. Reaching the stern of his ship, he was surprised to find a man float up to the surface from beneath the boat—the chief and second officers, the gunner, and some others from the ship, had by this time got down by the stern, and laid hold of the man who had just floated up. As soon as he had recovered his breath, and could speak, he gave notice that two ladies and three or four servants were still below, in the budgerow; upon which Captain Reed and his officers instantly broke in the venetians of the boat, and the gunner thrust himself through the window, as far as he could reach, when one of the servants was got hold of and drawn out. The gunner made a second attempt in the same manner, but could discover nothing in the cabin, though his feet took a considerable range under water. He then at the hazard of his life, dived and entered through a window into the cabin, where he soon found one of the ladies, and brought her out. He again went down and entered in the same manner; and after remaining such a length of time, that the by-standers began to despair of his return, he appeared with the second lady, and brought her safely to the surface. The delay in his return, arose from the lady having clung so firmly to one of the staunchions in the cabin, that it required his utmost exertions, and some time to effect her disengagement. The whole of the servants had been got out in the interval. Two gentlemen, who were on board the budgerow at the time she upset, had contrived to find their way out of the boat, and were picked up without having sustained any material injury; and the *Mangee* and *Dandies* had made their way to the shore. Nothing, perhaps, but the circumstance of the boat having thwarted against the moorings of the *Providence*, with the prompt and decisive exertions by the officers of that ship in their favour, could have rescued either the ladies or the servants from death. Captain Reed and his officers deserve every praise, for their zeal and alacrity; and they must feel a lively satisfaction in having been thus made, in the hands of Divine Providence, the immediate instruments of preserving several of their fellow creatures from an untimely death. Mr. Peter Johnson, the gunner, who volunteered his services at such imminent hazard of his life, is entitled to particular acknowledgment.

"We cannot but particularly remark, that this accident, which in its commencement threatened such a calamitous issue, was so happily and completely counteracted, that not a life was lost, nor a single individual materially injured, in the utmost range of its consequences."

REMARKABLE STORM AT OTSCHOSK.

A DREADFUL gale of wind from the south-east came on at Otschosk, in Siberia, at the latter end of January, 1810, which lasted two days. The waters of the Ochota, which, after passing through that city, empties itself into the sea, were elevated twelve feet above their ordinary level, and carried over the tops of the houses situated in the neighbourhood of its banks. The tempest coming on at night, between two and three hundred of the inhabitants perished in their sleep. A transport belonging to the India Company, which the tempest had carried into the river in 1808, was raised by the waves, and forced into the middle of the town.

SPANISH CUSTOM RESPECTING JUDAS ISCARIOT.

THE Spaniards on board the *Iphigenia* frigate at Plymouth, having suspended the effigy of Judas Iscariot, throughout last Good Friday and the whole of Saturday, at sun-set threw it overboard; when one of them, according to the custom of their country, jumped over after it, with a large clasp knife in his hand, to rip it up: the strength of the tide, however, drew the unfortunate man under the vessel, and he was drowned.

LETTER OF THANKS TO CAPTAIN REED.

WE feel particular satisfaction in publishing the subjoined letter, equally honourable to all parties, both to him who merits such commendation, and to those by whom it is so handsomely bestowed.

“ To Captain H. REED, commanding the *Ship Providence*, Calcutta.

“ DEAR SIR,

“ We, the undersigned officers of the Honourable Company's European regiment, impressed with a high sense of your obliging and liberal attentions, your constant solicitude to anticipate every wish, and to promote our comforts and convenience throughout the whole voyage to and from China, beg leave to offer you our united thanks for a conduct, the pleasing remembrance of which can never be obliterated from our minds. Allow us to entreat your acceptance of a piece of plate, which, though but a slight memorial of our esteem and regard, we trust will derive a value from the sentiments which actuate us in offering it.—With our best wishes for your health and prosperity, a knowledge of which will ever afford us the greatest satisfaction,

“ We remain, dear Sir, &c. &c.

“ THOMAS WEGUELIN, Major; W. BLAKENHAGEN, Captain; J. L. STUART, Captain; JAMES AURIOL, Lieutenant; F. WALKER, Lieutenant and Adjutant; THOMAS WATSON, Lieutenant; C. SMITH, Lieutenant; J. J. HOGG, Surgeon.

“ *Ship Providence*, 20th February, 1809.”

RIVAL SQUADRONS OF HAYTI.

THE colours or ensign of Christophe is merely red and blue, *vertical*; that of Petion red and blue *horizontal*; so that they are the same, only differently placed. Christophe's squadron consists of nine vessels (one being added lately); two ships, about the size of English sloops of war, formerly West Indianmen; five brigs (not so large as our's, bearing a captain as commander), one schooner, and a sloop.

*Ships.**Commanders.*

Lord Mulgrave, ship	Jean Bastien Baptiste, Admiral.
Grand Haytien, do.	Vice-admiral.
Gen. Magny, brig	
— Jason, do.	
Surprise, do.	
Foudroyant, do.	
Rosina, do.	
Vanguard, schooner	
Name unknown, sloop.	

Petion's consists of seven vessels—two corvettes, four brigs, and a three-masted schooner: this is by far the best squadron; have the superiority in sailing, are better appointed, and calculated for fighting. The number of guns in each are nearly equal—they mount about 125 in each squadron.

*Ships.**Commanders.*

Le Flambeau brig	Gaspard Boze, Commodore.
— Conquerant, do.	Gaspard Ame.
— Conquerant, do.	Frederic Bernard.
— Chasseur	Fournier Ame.
La Furieuse corvette . .	Cherey Mohaisen.
— Republicain, do. . . .	Gme. Desdune.
Le Derenoncourschooner	Pre. Desure.

BRITISH GALLANTRY, IN FRANCE.

THE following is the Report which the Minister of War made to Buonaparte, respecting the conduct of our brave countrymen, during a fire which had broken out in the town of Auxonne:—

“ *Paris, April 29, 1810.*

“ I have the honour to inform your Majesty, in consequence of the orders I received, that the number of English prisoners who distinguished themselves at the fire, that broke out at the town of Auxonne, is 21; to wit, 12 of the first class of captains of merchant vessels; three of the second class; four merchant passengers; one merchant detained as a hostage, and a sailor.

“ Ten of them received hurts; viz. Messrs. West, Humble, Dobbins, Hurst, Fenil, and Topping, (rather severe ones); and Messrs. Mosely,

Welsh (who had before saved a child from the flames at Arras), Robinson and Davies, less severely; they are all recovered.

"Those who appear to have exposed themselves to danger the longest, without having received any injury, are Messrs. Atkinson (Robert) Macjunes, Pemberton, Delivet, and Smaile. Great praise is due to Messrs. Thornhill, Hollby, Miller, Atkinson (Thomas), and Collins. They also gave proofs of zeal, and afforded great assistance.

"The account transmitted by the Prefect of the Cote d'Or, will put your Majesty in possession, if you will deign to look at it, of fuller particulars respecting the conduct of these prisoners, and the nature of the reward which your Majesty seems inclined to bestow on them.

(Signed). "Duke of FELTRE."

"The Minister of War will express to them my satisfaction; will order them to be paid a reward amounting to six months pay, and will send them to their own country, under their promise not to serve until they are exchanged."

"Antwerp, May 3, 1810. (Signed) "NAPOLEON."

DESTRUCTION OF AN ARAB TOWN, INHABITED BY PIRATES.

THE *Bombay Courier* of December 9, 1809, contains an interesting account, of the attack upon, and destruction of, an Arab town near the mouth of the Euphrates, called Rus ul Khima, which was entirely inhabited by pirates, who had been in the habit of committing cruel depredations on the English commerce. In October last his Majesty's ship *Chiffone*, with the *Mornington*, *Aurora*, *Nautilus*, *Ariel*, and *Fury*, company's cruisers, set out from Bombay. On the 11th of November, they arrived off Rus ul Khima. On the 13th, parties of marines and of the army under the command of Lieutenant-colonel Lionel Smith, landed and attacked the town. The people for a considerable time made a determined resistance with cannon and musketry; but were forced to fly, and the town was entered by our troops, who found considerable property in it, and who burnt all magazines, stores, boats, dows, &c. Between 70 and 80 of the pirates were killed; many must have fallen during the bombardment, and the remainder fled to the interior of the country. In this attack Captain Dansey, of the 65th regiment, was killed by a spear. Captain Digby, of the same regiment, and Lieutenant Jones, of the 84th, were wounded. One serjeant and seven privates were wounded. This was all our loss. Captain Wainwright, of the *Chiffone*, says in his letter—"The Sultan made his escape on the only horse in the place. Several charts, quadrants, and books, have been found with poor Hopwood's name in them. Mrs. Taylor had sailed for Bushhire some days before our arrival here. It is supposed by the military gentlemen that there is an European here who has instructed the inhabitants to throw up batteries and dig trenches, as they are all done in our style."

CHINESE INFLEXIBILITY AT MACAO.

THE landing of the British troops at Macao, a measure, which circumstances, that no longer exist, rendered at that time expedient, produced an order from the Chinese government for the cessation of trade and intercourse with the English. The Honourable Company's supracargoes immediately tendered the most full and satisfactory explanations; but to whatever proposition was offered, or to whatever explanation they made, the Chinese confined themselves to this answer:—"Withdraw your troops: your trade and intercourse with us shall then revert to its former footing."—"We desire a conference, in order to lay before you certain friendly explanations," say the supracargoes. "Neither conference nor explanations are wanted," replies the inflexible Viceroy Quantong; "if you desire the renewal of your trade and intercourse with us, embark your troops." Whatever was the nature or complexion of the proposition made to the Viceroy or to the Hoppoa, the same answer was invariably returned—"Embark your troops."

Under such determined hostility to negotiation, as was evinced by the Chinese, the ablest diplomatist could not hope to advance a single step. After many fruitless attempts between the first of October, 1803, and the beginning of December, the design was abandoned; and, circumstances admitting of the adoption of the measure so pleasing to the Chinese, the detachment of British troops was embarked from Macao.

Early in November, at a time when it was anxiously desired to confer with the Chinese, but which they obstinately refused, two English frigates, the *Phaeton* and the *Dédaigneuse*, were moved up from Macao to Whampoa, and the *Russel*, 74, was anchored at the second bar.

About the middle of November, Admiral Drury, attended by the boats from all the English ships at Whampoa, both European and Country, strongly manned and armed, went up to Canton, where he remained two days. During that time, he had frequent intercourse with the principal Mandarins, but was denied all access to the Viceroy. The admiral was received and treated with the usual respect by the Chinese, though the appearance of the armed men and boats, anchored off the town of Canton, produced an evident sensation of uneasiness and dissatisfaction in the Chinese, who now became more reserved in their intercourse with the English. The admiral, after remaining 48 hours at Canton, and perceiving no prospect of gaining any point of importance, by remaining longer, returned to the anchorage at Whampoa.

The Chinese, alarmed probably by this visit, assembled a considerable body of troops in the neighbourhood of Canton, and moored a number of their war-boats, filled with soldiers, across the river, two or three miles below the town. Some apprehensions were entertained about this time for the personal safety of the English, then residing at Canton, which, in the end, proved to be groundless. However, on the 21st of November, an order was issued by Admiral Drury, directing all British subjects to quit Canton, with their property, within eight-and-forty hours from the date of

the order. Such Englishmen as were at Canton, left in consequence, and repaired to the shipping at Whampoa, carrying with them upwards of a million of dollars of private property. The Chinese on this occasion, would not allow any articles, the produce of China, to be taken away, nor any silver or other specie, except such as was in dollars or other foreign coin.

On the 28th of November, Admiral Drury, whose moderation and firmness were conspicuous on all occasions, proposed to go to Canton to bring down a quantity of spirits for the shipping, which had been lodged at one of the factories at Canton. The visit had probably also for its object, to ascertain the disposition of the Chinese, and whether they would oppose his passage. In order to guard against the danger of surprise or attack, each of his Majesty's ships, and each of those of the Honourable Company, sent two boats carrying carronades, and otherwise armed and fully manned, to accompany the admiral. The fleet of armed boats left Whampoa on the morning of the 28th, for Canton. They met with no opposition till within about three miles of the town, when, coming within distant range of the Chinese war-boats, moored across the river, these, and a small fort upon the shore, opened a fire of round and grape shot upon the English. The admiral instantly ordered the boats to lie upon their oars, while he in his barge, accompanied by a Portuguese Padre, as an interpreter, was rowed forward, the admiral standing upon the stern sheets, as the boat advanced. On coming sufficiently near, to what appeared to be the principal boat, bearing the flag of a head mandarin, the interpreter was desired to declare the peaceful intention of the visit; but the instant that he rose and began to speak, the boat was fired upon. The attempt to obtain a hearing was repeatedly made, and always with the same result, the Chinese either firing or preparing to fire, whenever the interpreter rose to speak. The admiral finding it was in vain to persevere, returned with the fleet of armed boats to Whampoa.

Affairs remained without any hope of change or relaxation on the part of the Chinese, till the 16th of December, when the British troops were ordered to embark from Macao, a measure that was quickly followed by the revocation of the Chinese order prohibiting trade and intercourse with the English. The recal of this order was to go into operation on the 22d of December, when the friendly and commercial relations between the English and Chinese would regain their former channel.

During the suspension of intercourse with the Chinese, the English gentlemen at Canton, Whampoa, and Macao, were accommodated from day to day, with provisions by their compradores, though the supply was restricted to a quantity not more than sufficient for one day's consumption; and occasionally it was obtained with much difficulty. Some inconvenience also was experienced from the want of servants, as all the Chinese in the employment of the English, were ordered to quit their service. This order, however, was not rigidly enforced.

In looking at the issue of these late differences in China, it is highly gratifying to reflect, that a misunderstanding, though subsisting for nearly

three months, between the most obstinate and unaccommodating people on earth, on the one hand, and a nation the most powerful in arms on the other, should be adjusted in all its parts, without recourse to violence, and without staining any point of its progress from beginning to end, with one drop of innocent blood.

INSTALLATION AT OXFORD.

THE Navy have come in for their share of Academic honours at the Oxonian Eucœnia in the persons of Sir William Sidney Smith, Rear-admiral of the Red, Isaac George Manley, Esq. Rear-admiral of the Blue, and Captain Thomas F. Freemantle, who have severally received the honorary degree of Doctor in Civil Law. We understand that with respect to the officer first named, the *grace* for his degree passed the senate of the University so long ago as the year 1805, during the Vice-chancellorship of the Reverend Dr. Whittington Landon, provost of Worcester college, as a tribute of respect to the "Christian Knight," whose merit had already served for a theme to a bard of whom Oxford is justly proud, Reginald Heber, in his admirable *unize* poem *Palestine*.^{*} And the degree so proposed during the Admiral's absence on foreign service, awaited only his presence for the *placet* of the convocation which it has now received at the recent solemnity with universal applause.

Now that Sir Sidney Smith is made a Doctor of *Civil Law*, we hope he will not abandon the practice of the *cannon law*, in which he has hitherto been so eminent.

BIOGRAPHICAL NOTICE OF THE LATE CAPTAIN PRESCOTT.

THOMAS PRESCOTT, Esq. whose decease, at Southampton, on the 12th of November, 1808, is recorded in our XXth Volume, page 423, was the senior commander in his Majesty's navy; and was believed to be the oldest officer in the service. When George the first died, he was serving as midshipman on board the Buckingham, at Gibraltar; which was before the oldest admiral now living was born. In the battle, rendered memorable by the trial of the admirals Matthews and Lestock, he was a lieutenant, and was examined as an evidence at the court martial. At the siege of Quebec, he was first lieutenant of the Grafton, Commodore Holmes. In 1761, he was promoted to the rank in which the apathy of office left him to vegetate till death: an employment in the impress line, was the sole reward of half a century's service, in which he had received some severe wounds. In the late war, while living in the Isle of Wight, at a time of apprehended invasion, he made application to the Admiralty Board in the following terms: "If their lordships will give me the charge of a battery on the coast, I flatter myself I can sit and defend it as long as any man; from my age I cannot run away." In private life Captain Prescott was much

^{*} See NAVAL CHRONICLE, Vol. XI. page 390.

respected, and he was honoured by the King's personal notice when at Southampton.—He was either 95 or 96 when he died.

PIRATES IN THE GULF OF PERSIA.

THE weakness of the great empire of China, in respect to its marine force, and the slight protection to be expected by the subjects on its coasts, are notorious. Piracy seems to be no less prosperous, and scarcely any thing less extensive, in the Gulf of Persia, and on the borders of that powerful sovereignty. The late Wababee chief earnestly desired the possession of a marine force; and it appears that this establishment of pirates either was a part of his extensive scheme, or was capable of affording facilities to the execution of his plans, by entering into his service, when circumstances were favourable for that purpose.

In a recent letter from Bombay, we find the strength of the piratical states estimated, on very respectable authority, at the almost incredible number of *two thousand vessels* of every description. The following extracts from a Persian newspaper, received by late arrivals from the Gulf, contain some particulars of local information; relating principally to the proceedings of these pirates. They are seated chiefly on the western side of the Gulf.

“Sayed Sayeed put to sea some time ago from Muscat, with six vessels. He had previously given orders, that no single ships should attempt to sail from Muscat to Busheer. The fleet of the Joassimcees also put to sea, at the same time, with the intention of attacking them. The ship of the Gurranees, however, has since reached its destination in safety; and a three-masted vessel, manned with Assloos, has also arrived in safety at Asloo. Sayed Sayeed remains in the Gulf, for the purpose of co-operating with the tribe of Atba. He is cruising from place to place; and comes occasionally to anchor. Two or three sheiks of the tribe of Atba had already joined him, and he expected soon to be joined by the others, when he would immediately proceed to make war on the *Wahabee pirates*. Sayed Sayeed had also sent for assistance to Sheeraz, and hoped to receive the aid of the people of Asloo and Congoon, in his expedition against the Joassimcees.

“The accounts from Busheer are, that three dows, threebuttels, and a three-masted ship were sent to sea by Aga Mahommed Nubbec Khan, for the purpose of attacking the enemy. After some days, they fell in with 27 sail of Joassimceee vessels. There being no wind at the time, the ship could not get near them. The three Busheer dows alone therefore engaged this fleet of 27 vessels. The dows were taken by the Joassimcees, and all their crews put to death. The Joassimcees themselves also lost 5 or 600 men in the conflict. The battle being over, the three buttels made their escape; and their crews got on board the ship. The buttels themselves were abandoned to their fate; and the ship, after firing a few shots at the boats of the pirates, returned to Busheer. The Joassimcees also retired to their anchorage. This intelligence afflicted the Nawab, Aga Mahommed Khan, exceedingly.

“The collector of revenue being come to Busheer to Sheeraz, to demand

the customary tribute, the Khan wrote to the prince of Sheeraz, representing his inability to comply with the requisition, at a time when he was fitting out an armament; but undertaking to defray all the charges of equipment, if the prince would consent to a remission of the tribute: To this remonstrance, the prince returned a very favourable answer; promising to support the enterprise of the Khan with every assistance in his power. After this the Khan set out on horseback without attendants, to Sheeraz; and, having arrived at the city, presented himself before the prince. He there renewed his representations, and delivered in a petition to the same effect; the prince gave him every encouragement, and consented to exempt him from the payment of tribute for the space of three years. He also issued an order to the Ruhadurs of Farus, and Ummam, to join Mahommed Nubbee Khan in his expedition against the Joassimees, and to give him a safe conduct back to Busheer.

"Hostilities have commenced between the Joassimees and the Charghees, Saduk Khan Aga, the chieftain of the latter tribe, proceeded with 2,000 men to Leugah. An engagement followed, in which the Joassimees were successful, and many of the Charghees were put to the sword. The commander of the Joassimees afterwards formed a plan for attacking Saduk Khan, with his whole force in the night; but Saduk receiving intelligence of his purpose, privately withdrew, and remained for some time in concealment. The Joassimees then advanced to Ardoos, and began to plunder the country. At length Saduk Khan came out of his hiding place, and, attacking them by surprise, put a number of them to death, and took several of their nobles, whom he sent to Sheeraz. From that time he remained stationary, waiting further orders from the prince.

"An English frigate, and another ship of war called the Ternate, have fallen in with a fleet of Joassimee vessels at sea. They sunk two of the vessels, and destroyed a number of the pirates, by the fire of their cannon. The rest were put to flight; and, when these accounts came away, the English cruisers still continued in pursuit.

"An English ship, the Minerva, was attacked in the Gulf by a fleet of four or five dows and other smaller vessels. They fought for a long time; and near 200 of the people on board the dows were killed. Afterwards, however, the Joassimees took the ship, and put every man of the crew to the sword. [But the women passengers, it is said, they saved.] They carried the ship with them into port; and found on board some sugar, and other articles of Bengal produce. She was in a very shattered condition, and a great part of her cargo injured. No person, at this time, dares venture from hence to Busheer."

The capture of the Minerva,* the murder of its people, and men passengers, with the captivity and distribution of women passengers, it is understood, have induced the Bombay government to take measures for punishing these marauders. How far they have been rendered effectual, or what has been their result, we have no information sufficiently recent to enable us to state.

* *Vide* NAVAL CHRONICLE, Vol. XXIII. page 281.

CORRESPONDENCE.

MR. EDITOR,

IT is most true, that the promotions which took place on a late occasion from the lists of lieutenants and commanders, were such, as in many instances, to be scarcely beneficial to the individuals on whom they were bestowed, and rendered no manner of benefit to the service at large. But the "stroke of smiling chance" which has thus unexpectedly raised these gentlemen a peg higher than they ever expected, occasioned some reflections with which I will trouble you.

I am well aware that a good deal of promotion in our service must arise from the influence of high rank and situation, and to the legitimate use of that influence I have no objection, and, indeed, it stands in the nature of things that so it must be. To the promotion that arises from gallant actions all must hold up their hands in approbation; but there still remains the strong plea of long services unprovided for, in these days of favoritism and patronage. Many of the gallant sons of Neptune have no patrons to look up to, and have not been favoured with opportunities of distinguishing themselves in leading situations.

It is with deep regret I hear that it is an *avowed*, a *written opinion* of a noble Lord, that "*long services afford no claim for promotion*;" but while we admit that all such claims cannot be attended to with adequate rewards, yet surely the claim itself must be allowed to carry great weight, and we must regret that the nature of things prevents in so many instances the reward being attached to the merit.

The assertion above mentioned tends to wound the spirit of many a brave man, and tallies too well with the declaration that the prayer of the late petition for increase of pay was *inadmissible*, not to see in it part of a system which is, I fear, rapidly and severely injuring the naval service of our country. But I will not digress. Allowing, then, to family interest a due weight, and to the reward of gallant deeds all its applause; I would propose that regulations should be adopted to permit some hope to animate the breast of those officers to whom neither influence nor good fortune has been propitious.

Without interfering, therefore, with the present regulations, which give such an *immense* patronage to the first lord of the Admiralty, and some small (far too small) opportunity for commanders-in-chief on the foreign stations to provide for their professional friends; I would propose that on the death of a captain on *half pay*, the senior commander should be made post, and in like manner the senior lieutenant should be promoted on the death of a commander on *half pay*; and also that a list of midshipmen who have passed their examinations should be kept, bearing seniority from the day of passing, and, from this list, promotion to take place on the death of lieutenants on *half pay*.

I trust, Mr. Editor, that this suggestion may meet the eye of some one

whose ability will work it into a practicable shape, and his power enable him to reduce it to effect. In practice, I am convinced that it would give energy to many minds now desponding, and although it may in truth be merely an act of *justice*, it would produce towards the benevolent man who may occasion its adoption, all that tribute of gratitude which is due to *generosity*.

Your obedient servant,

A. F. Y.

P. S. This letter was written in July, 1809, but by accident laid by in my port-folio for nearly twelve months.

MR. EDITOR,

Dover, 1st July, 1810.

THE credit of that loyal almanac, *VOX STELLARUM*, is so triumphantly re-established by the last revolution of the Othman throne, three years ago, that I fully intended to request a place in your miscellany for these oracles at the commencement of the present year, and reproach myself for neglecting so to do. Permit me, notwithstanding half the prophecies therein contained are already become the domain of history, to solicit the attention of naval star-gazers to the remainder; which, if they inspire the least particle of foresight into our politicians and warriors, may spare our arms being again tarnished, as happened at Constantinople; owing, as I am fully persuaded, to neglecting the predictions of Francis Moore, physician. Better late than never.

TYCHO BRAHE.

POLITICAL CALENDAR, 1810.

JANUARY. FEBRUARY.—God direct the councils and consultations of our English nation, and grant unity amongst them! There are some good aspects of the planets this month. Perhaps some offers for peace, or some negotiations carrying on, either with us, or some of the powers of the continent. However, if the English are but true to themselves, they need not fear the pride nor malice of their most inveterate enemies, *viz.* the French emperor and all his host.

MARCH. APRIL.—Dubious advice comes from the neighbouring nations; and yet there are very considerable matters relating to our own nation now under consideration, both in the privy council and in Parliament. I wish it may be for good. A clergyman of note, or a great lawyer, suffers in his reputation near this time. As we have some mal-configurations of the planets, so, doubtless,

If the stars for signs created were,
Something significant must needs appear.
From their configurations and aspects,
We may be sure to feel divers effects.
Thus Hermes, in a square to fiery Mars,
Blows up a flame to the ensuing jars.

ome very considerable matters will be warmly decided. The public affairs appear with a heavy and sour disposition; and the minds and actions of most persons are tinctured with malice and revenge; *which will occasion very high disputes*. Such matters are now approaching, and will be brought to light, as the most knowing and intelligent persons but little dreamed of. Variety of affairs are now upon the anvil. Some German and Italian princes under great consternation.

MAY. JUNE.—*Some sly knave caught in a trap; and let a halter be his reward*. Many are the devices of the wicked: but God is able to defeat them all.—The stars in their courses fought against Sisera: they have an influence over things sublunary.

From Eastern countries I greatly fear,
We shall of broils and bloodshed quickly hear.

Some battle fought, or other martial engagement, in those afore-mentioned parts of the world which lie remote from us. Heaven bless our English nation from all epidemical distempers, and from the malice of foreign and domestic enemies. The French seem not to be quite so fortunate near these times, and their affairs seem to meet with some interruptions. Great things are in expectation in the N. in the E. and S. E. parts; and we in our own nation are not free from fears and strange incredulous reports, purposely contrived to affright and disturb the people. We in England have two sorts of people amongst us: *one of them grumble without a cause, and the other hope without a ground*; how to cure them is a work too hard for me, I give a word of advice: let every serious honest-hearted subject be careful of his own health, since health of body, and tranquillity of mind, are the two great hinges whereon all human content is turned.

Heat begets heat, and flames do flames create,
Here's matter lodged for fiery bleeding fate:
'Twill stir up mischief, and will make some rue,
In Rome, France, Germany, and Britain too.

JULY. AUGUST.—Now, or near this time, we may expect to hear variety of news from the remote parts of the world; for matters of the greatest concernment are transacted there. *The Grand Sul'an, as also the Emperor and his allies are now active*; and many material councils and consultations in those kingdoms and countries, of which we may expect to hear frequent intelligence, though too often doubtful and uncertain: from whence we may observe, how whirling and uncertain are the pinnacles of the most potent empires, and how slippery is the top of fickle fortune: even *Cæsars* themselves are born to die as we do.

There is a lust in man no chain can tame,
Of loudly publishing his neighbour's shame;
On eagle's wings immortal scandals fly,
While virtuous actions are but born and die.

SEPTEMBER. OCTOBER.—We have some remarkable configurations this month: amongst the rest, that of the square of Jupiter and Mars, and of.

the Sun and Saturn. And I may now say, if ever serious councils and consultations appeared in Europe, *this is the time.*

Tumultuous strife and discord is portended,
And great debates arise, not quickly ended.

We may assure ourselves that there are very great things in agitation; and most nations, as well as our own, are willing to listen to the accommodation of peace, could it be obtained on equal and just terms. We have about this time, *news both good and bad from America.* Divers ships arrive from the S. and W. about these times, and many likewise are going forth; God send them prosperous returns. Various news from several parts beyond the seas; ambassadors arrive in and from several parts; but to what effect? Although it be the fall of the leaf, yet the actions of the world seem to rise high, and men at this time are not easily contented. *A great statesman meets his period, and is not much lamented. Some foolishly lose their places, or are turned out of office for their knavish actions.* Honesty is ever the best policy.

When justice rules, we've much less cause to fear
The dire effects of the infortune's square;
Yet question not, we shall be sure to smell
The smoke: if we escape the flame, 'tis well.

NOVEMBER. DECEMBER.—Great and lofty things are or will e'er long, be under consideration; I wish it may be for the good of the English nation. The western parts of this kingdom send bad news from the watery element. God of infinite mercy! keep thy judgments from this island, and bless her inhabitants with grace, love, health, and prosperity, and deliver us from evil. Many reports are spread abroad, as various as uncertain, to amuse the public.

Stay, wandering muse! and recollect awhile;
The angry fates of late begin to smile;
Something is acting for the public good;
And those dispers'd which once the same withstood.
'This seems a month of gen'rous pleasing action,
Which to the people's hearts gives satisfaction.

And, now to conclude, let us implore the all-wise disposer of events, to protect his sacred Majesty King George, together with the nation, against his and our enemies.—AMEN!

MR. EDITOR,

ON Tuesday last I had the extreme gratification of witnessing one of the proudest spectacles this country can boast of, namely, the launching of his Majesty's ship Queen Charlotte at Deptford. If a numerous attendance does honour to such a ceremony, never was ship more highly honoured than the Queen Charlotte on taking possession of her watery estate. It is computed that not less than 100,000 people were on the spot and in the environs of Deptford on this noble occasion; many thousands of

whom were deprived of the pleasing sight either through the excess of the crowd in various places, or being unable to get near or into the dock-yard; in short, hundreds that were within the yard gates were deprived of the anxiously expected sight. The extraordinary precautions which were resorted to, to deprive the generality of the people from gratifying their curiosity, caused much confusion, much mischief, and universal murmur; in fact, never were the narrow-minded contracted ideas of power more fully displayed than on this occasion, in which every person, young and old, seemed to feel the most lively interest; the booths in the yard, which were erected for the accommodation of the friends of the commissioners, officers of the yard, &c. were of an unusual and very unnecessary height, as if it was resolved no person should even see the ship except the chosen few within the fence, which was surrounded by the military at a very early period; even entire ships were fitted up for and occupied by the families *only* of some of the commissioners, to the total exclusion of thousands of well-dressed respectable women, who were compelled to endure the dangers of the water, with the additional mortification of observing much good accommodation totally withheld from them by the hand of self-created authority. They manage those things better in France. While I am upon the subject, it may not be improper to notice the insolence of the Warders at the yard gate, who not only refused admittance to many, but even collared them, tore their clothes, and absolutely turned them out of the gates, notwithstanding they were referred to some of the most respectable people belonging to the yard. It is said some of the gentlemen who suffered by this unwarranted exercise of authority intend to have recourse to legal redress.

The Queen Charlotte began building in October, 1805, being the short space of only four years and nine months, to the time of her completion; she is similar to the old ship of the same name, except her head, which is the most paltry production that ever disgraced so noble a ship: those who ever saw the superb head which ornamented the old Queen Charlotte, would naturally ask, could no line be drawn between grandeur and meanness?—Her stern is close, according to the present mode of building ships of war, and remarkably neat; her beams are fastened without knees, as has been the custom of late, which saves an amazing expense, with the additional advantage of affording more room in the ship. The mode of launching her reflects the highest credit on the builder, (Mr. Nelson, brother to the secretary of the navy) who in this important ceremony combined the utmost simplicity with utility and security, for never was a ship launched with less trouble or in a grander style. She went off full twenty minutes before it was expected, which had nearly been the cause of many serious and fatal accidents, in consequence of the number of boats which were hovering over and about the ship. Would it not be advisable to cause a gun to be fired, by way of caution, on similar occasions, just before the knocking down of the dog-shoars? as after that ceremony the ship has nothing more to secure her. The expense and trouble would be so trifling

as not to bear mentioning, in comparison with the loss of a life, and perhaps of many.

If you think the above *memoranda* worthy a corner of your valuable work, they are at your service.

I remain, your most devoted,

20th July, 1810.

NEPTUNE.

TO THE RIGHT HON. CHARLES YORKE,
FIRST LORD OF THE ADMIRALTY, &c.

“ Would’st thou (whose hand is at the helm) the bark,
The shaken bark of Britain, should out-ride
The present blast? and ev’ry future storm?
Give it that ballast, which alone has weight
With him, whom wind, and waves, and war obey.
Persist: are others *subtile*? Thou be *wisc*.—YOUNG.

SIR,

YOUR first nominations to command, have given such general satisfaction, that I hail them as harbingers of better days, and am willing to hope that the clouds which have obscured the naval horizon are about to disperse. But you have much to do. The increase of the British navy in magnitude and importance has not been attended by suitable arrangement, and many important changes have accompanied the lapse of time, without having been met by corresponding measures. To make these arrangements, to adopt these measures, you, Sir, are now called upon by your high office, and in common with many thousands who love their country, and know how much its dearest interests are involved in the welfare of the navy: I watch over your public conduct with deep anxiety, which I am happy to say is strongly blended with hope. We will flatter ourselves that the navy will be once more held in its true and important consequence in the opinions of our rulers; and that even that modern pet, the German Legion, will not be thought to outweigh it in the scale of national worth. The military habits of your predecessor led him (doubtless undesignedly) to counteract the suggestion which true policy dictated for the benefit of our national bulwark; but you, Sir, are free from these counteracting prepossessions, and you have of course the confidential and able assistance of your brother’s advice in those parts of your duty which are more purely nautical. Under these circumstances, though I cannot address you from a station of rank or eminence, I solicit your attention to the dictates of experience, and should you even deem the moments employed in the perusal of my letter to be thrown away, I will endeavour to prevent their number from being too much enlarged by the garrulity of an old man.

The legitimate end of all governments is the happiness and welfare of the

whole state, and the interests of the governors and governed should be common; when they begin to jar, increasing concussions will in time shatter the whole political fabric to pieces. The discipline of a fleet or army should be in miniature the model of good government in a state; blended interests should retain the whole mass of ranks and situations in one uniform system of attachment, that it may be able to act with the fullest effect, and with a common impulse when employed for the common benefit.

If a man, when at the head of the councils of the nation, or that of one of the component parts of the machine of government, observes that those under him are discontented or unhappy; that his orders are obeyed from fear, not from affection, or from a sense of duty struggling against a deep sense of injustice; that the powerful (and only good) cement of attachment is dissolved, and that the parts are in no place adhering, and no sufficient tie to prevent them from falling asunder, what is he to do? Is he to say that the complaints are without cause? I will *force* the re-union of the parts, or else make them answer the same purposes as if the adhesion was as perfect as ever? Such has been said, such has been attempted, but to produce either of these effects is impossible. Force cannot create that attachment which must be voluntary to be efficient, nor can disunited parts act with the energy of a perfect combination. There is, I believe, another axiom both in morals and politics.—All human concerns must be progressive; they are approaching towards perfection, or declining towards the reverse; they are never stationary. It has been well said of an army, that the moment it ceases to advance, is the moment to begin its retreat, and the affairs of a nation or of a fleet may be judged by a similar rule. When mismanagement has introduced debility and distrust; and injustice dislike and dissatisfaction; these evils will continue to increase with rapid progress towards ruin and confusion, unless wise and *conciliating* measures not only remove the evils that exist, but turn the direction of affairs once again towards perfection. But alas! how seldom are these dictates of experience attended to? All empires, all fleets and armies, having gained their acmé, have sunk into ruin by the same means, from that fatal obstinacy which has hitherto prevented any government from reforming itself, as (from newspaper authority) the Marquis Wellesley observed when speaking of the Spanish Junta in a late debate. When a large majority of the French nation had their eyes opened to the errors of their government, when *economy* and *conciliation* were the only means of regaining the hearts of his subjects, and preserving his throne, the unfortunate, the infatuated Louis, combated in his weakness for the right of a privilege* which was directly contrary to the interests of his people, and to common sense; and the contention for which, hurled him from his throne and dragged him to the scaffold!!! By those in power, the rod of power is usually depended upon as surely efficacious; but it is impossible to use this *rebutting* weapon to any other effect than the increase of the malady it is vainly thought to

* See his ill-judged and ill-timed squabbles with the Parliaments.

cure by it, though for a time it may conceal the deepest wounds from the sight of those, and *those only*, who use it.

I humbly conceive, Sir, that the foregoing maxims are truisms, whether applied to the government of an empire or a fleet; and I shall now as briefly as possible proceed to apply them more immediately as they affect the latter. On the discipline (which term I here use in its most extended sense) of the navy depends its strength, and on its strength depends the fate of this great nation. It is therefore an inquiry of no small moment, whether that discipline is perfect, whether that strength is what it might be, what the causes may be which prevent its perfection, and what the remedies which would remove them. To this momentous discussion, you, Sir, are now called by your high office, an office perfectly new to you, how much soever you may be versed in the general forms of government; and, as an honest man, I naturally conclude you are studying the nature of your new employ, and the interests and characters of those over whom you are called to preside. I exhort you then, most earnestly, in the name of my country in general, and my profession in particular, to examine well the ground on which you stand, and to consider the important services which may result from your attention, or the incalculable mischief which may ensue from your neglect. Believe me, Sir, that the experience of a veteran prevents me from wishing for rapid innovations, or the introduction of immatured systems; but it leads me anxiously to demand the steady examination of existing evils, and their gradual removal by wise and temperate measures. In the discussions of the House of Commons you have lately heard many statements of the glaring injustice, and I will add impolicy of some of the present practices relative to the navy; and although some of those statements may have been a little overcharged, or the mode of introduction intemperate or unwise, or although the removal of some of them may be extremely difficult, yet you should not shrink a moment from the investigation of their nature and degree of wrong. It should always be remembered, that whatever is *just*, men have a right to *demand*, and to expect that their demand be complied with. But it is the statesman's true wisdom to prevent such demand. If he *gives* even bare justice, he will elicit not only content but gratitude. If he *yields* even gracefully to a demand, he has no thanks; and if he delays till he is *forced* to yield, hatred and contempt are the receipts for the grant. This is the great lesson to be learnt on the subject of all reforms. The pertinacious refusal and delay (for it is but delay) of what is right, and must take place, leads but to an equally pertinacious and *more powerful* determination to possess that right; increases its value in the minds of the expectants, and makes *its full extent more evident*. Witness the events at home in 1797, and the awful lesson of the French revolution. *Those who neglected well-founded though unsigned petitions nominated the delegates in one instance, and the delay of reform in the other, established jacobinism, and caused the murder of the King.*

Within the pages of this work, through the medium of which I presume to address you, are to be found many useful hints to our naval rulers; the subject of the late petition from the captains, the harsh injustice of its

refusal, and its consequence, are well elucidated. I have myself ventured some observations on the subject of naval discipline, which may not be entirely unworthy of your perusal. In Lord Melville's late letter to Mr. Perceval, on the subject of the proposed arsenal at Norfolk, are many very serious considerations ably exposed. That I may not, however, detain you long in the perusal, if you at all deign to peruse this letter, I will conclude with some advice which I am warranted by experience, though not eminence, to offer.

Let a clear and *full* exposition of all the various evils which have from time to time been complained of be laid before you, and particularly examine the causes which led to the most dreadful event in our naval history, as well as those which prevented a speedy cure, and any effects which may still remain. If in this exposition you see evils which cannot be remedied but by time and with difficulty, let not that prevent your removing such as require, and admit of immediate redress. Remember, Sir, that if injustice or impolicy mark any part of the treatment the navy now receives, that their weight and effects are constantly increasing, and the small injustice of to-day will in time become the pressure of heavy injury; and the smallest effect of error of management at the present moment, proceeds in a perpetually increasing ratio. Adopt such regulations as may gradually ameliorate those errors which require time and address to effect their removal, and never hesitate to account for the continuance of any part of the present system which is complained of, and you can find no means to redress. And let me earnestly recommend to you not to hesitate at the removal of a small evil, because you cannot remove a greater, or a few because you cannot remove the whole. Inattention to this wise maxim is now, I fear, leading to evils of the most alarming magnitude both at sea and on shore. To produce, however, any great good, the first step is certainly the choice of wise counsellors and managers, and perhaps as our complicated system now stands, this is the most difficult task. The difficulty does not lie in the want of knowledge who are the fittest persons to fill the various offices, but in the want of the honest courage, the true patriotism, which will dare to make the choice, untrammelled by the partiality of friendship, the sycophancy of adulation, or the corruption of borough influence. It has been asserted again and again within the walls of Parliament, and the assertion has been proved in very many glaring instances, that the offices in the civil department of the navy have been filled up by men, *not because they were fit for the offices, but because the offices were convenient to them.*

May the great Ruler of hearts keep you, Sir, from continuing these or any other known errors, and make you an instrument for the restoration of confidence and the establishment of tranquillity; and while we look back with wonder at the scenes this generation has witnessed, and naturally feel an awful impression with respect to the turn of the scale at the present important moment, may we, from the introduction of wise and *conciliating* counsels in the cabinet of which you are a member, once more live in hopes of better days.

I remain, with great respect, Sir,

Your obedient, humble servant,

A. F. Y.

MR. EDITOR,

IT is generally known, that, at the ports of Dover, Rye, and Ramsgate, respectively, one farthing per ton register is paid upon all British shipping, on going up, and the same on going down the Channel; and that foreign vessels, on entering a British port, are subjected to the payment of double that impost.—For the last two years (1808 and 1809) the Deputy Warden has remitted to the Warden, the sum of 4,000*l.* annually, from the profits of anchors, cables, &c. and wrecks that have happened within the jurisdiction of Ramsgate alone.—What may be the yearly average amount of the tonnage, passing the ports above-mentioned, I have not at present the means of ascertaining; but, that the sum which it produces is immense, must be obvious to every one. At a time, therefore, like the present, when the strictest economy is imperiously necessary, in every branch of the public expenditure, it would afford some satisfaction to the public to be informed in what manner the produce of this extensively (though not oppressively) operating tax is employed. In the hope that some of your intelligent Correspondents will direct their attention to the subject,

I remain, Sir,

Your humble servant,

L. T. O.

MR. EDITOR,

Malta, 12th May, 1810.

YOUR volume* containing Rear-admiral Sir S. Smith's official report to Vice admiral Sir John Duckworth, of the former's proceedings against the Turkish squadron in the Hellespont, (for the production of which interesting despatch the public is indebted to the NAVAL CHRONICLE solely) has lately fallen in my way; and I approve so much of your assiduity in placing the merits of individual officers in a more conspicuous point of view than is done by the Gazette publications of the Admiralty, that I make it my business to furnish your readers with two fresh documents concerning that expedition, that have not yet met the public eye. The one is an accurate list of all the signals noted on board his Majesty's ship *Pompée* (junior flag-ship) during the passage of the famed Dardanelles: the other is a copy of verses† written upon the same occasion, confidently, and I believe with truth, attributed to the admiral whose flag was flying on board that ship that day. Of whom it may be justly said, as of the great Roman captain, "*Eodem animo scripsit quo bellavit.*"

ANTIGALLICAN.

* NAVAL CHRONICLE, Vol. XIX. page 292.

† The reader will find the lines alluded to among the Naval Poetry.

Minutes of Signals noted on board his Majesty's Ship Pompée, the 19th of February, 1807, in passing the Dardanelles. By Charles Thurlow Smith, Signal Lieutenant.

Time. h. m.	By whom.	To whom.	Compass Signal.	Ans. or not.	PURPORT.	REMARKS.
7 15	Vice-adm.	General.		A.	{ Form a line of battle in close order.	
7 20	Rear-adm. blue	Active		A.	{ To pass within hail.	
7 22	do.	Endymion		A.	{ Do.	
7 30	Vice-adm.	General		A.	{ Prepare for battle, and for anchoring with springs on the anchor and the end of the sheet cable taken in at the stern-post.	
7 34	do.	do.		A.	{ Make sail after lying by.	
7 36	do.	do.		A.	{ Form a line of battle in close order.	
8 10	do.	do.		A.	{ The ships of the fleet are at liberty to fire upon the enemy in passing through—it is not proposed to bring on a general action immediately.	At 8 h. 5 m. the forts of Europe and Asia opened their fire on the line as they passed, which was not returned.
8 45	o.	do.		A.	{ Keep in closer order by closing towards the van.	At 9 h. 15 m. the forts of Abydos and Sertoa opened their fire on the van.
9 5	o.	do.		A.	{ Ships astern to make more sail.	At 9 h. 30 m. the van ship (Canopus) opened her fire on the above forts—as did the other ships in passing.
9 10	do.	do.		A.	{ Keep in closer order by closing towards the centre.	Observed French colours hoisted in Abydos.
10	do.	do.		A.	{ Prepare to anchor.	
10 10	Rear-adm. blue	Standard		A.	{ To anchor.	
10 15	do.	do.		A.	{ Cast off the tow.	
10 30	do.	Thunderer		A.	{ To anchor.	
10 40	do.	{ Active Thunderer		A.	{ To weigh.	
10 45	do.	Thunderer		A.	{ Annul signal to weigh.	
10 50	do.	Endymion		N.A.	{ Recall.	
10 55	do.	Active		A.	{ To weigh.	
11	do.	General		A.	{ Prepare to send all barges, pinnaces, and large cutters, to assemble on board the Admiral, or ship pointed out.	At 10 h. 5 m. anchored, and began to engage the Turkish ships lying at anchor in the bay between Abydos and Ragasa-Bourun, vulgarly called Point Pesquiers.
11 10	do.	Active	East	A.	{ To chase east.	
11 12	do.	do.	East	A.	{ Annul signal to chase east	
11 15	do.	do.	N.W. by N.	A.	{ To chase per compass signal.	
11 30	do.	General		A.	{ All barges, pinnaces, and large cutters to assemble on board the Pompée.	At 10 h. 40 m. the whole of the Turkish ships cut and ran on shore.
11 35	do.	do.		A.	{ All launches ditto.	
11 40	do.	Active	N.W. by N.	A.	{ Destroy ships pointed out by compass signal.	At 12 h. 15 m. sent boats of the Squadron to destroy the enemy's ships then on shore.
PM 12 15	do.	Standard	N.E.	A.	{ Ditto.	
1 30	do.	do.		A.	{ For a lieutenant.	
2	do.	General		A.	{ Prepare to weigh.	
2 15	do.	do.		A.	{ To weigh.	
2 30	do.	Active		A.	{ To close.	At 12 h. 45 m. one of the Turkish frigates blew up, as shortly after did all the others, in consequence of being set on fire by the boats of the Squadron, consisting of eight sail, viz: One line-of-battle ship of 64 guns, four frigates, three corvettes, and one brig. Two gun-boats took possession of a corvette and a gun-boat besides.
3 10	do.	Standard	N.N.E.	A.	{ To make all possible sail, and steer per compass signal.	
3 15	do.	General		A.	{ To weigh.	
4	do.	Active		A.	{ For her captain.	
4 30	Vice-adm.	General		A.	{ To form a line of battle in close order.	
5	do.	Endymion		A.	{ To weigh.	
5 10	do.	General		A.	{ Ships astern to make more sail.	
5 15	Rear-adm. blue	Lucifer		A.	{ Pick up a boat.	
5 15	Vice-adm.	General		A.	{ Make more sail.	
5 30	do.	do.		A.	{ Each ship to carry a light during the following night.	

HYDROGRAPHY.

LEVANT SEAS.

ABOUT 16th January, 1800, Captain Nicholas Focca, commanding a vessel under the Russian flag, bound from Constantinople to the coast of Syria with stores and provisions for the Othman army, under the Supreme Vezir, when opening the passage between the islands of Nissiro and 'Stan-Co (Cos), struck upon an unknown rock with such violence, that the vessel sank within a quarter of an hour, in ten fathoms water.

EGYPT.

A ROCK discovered 20th March, 1801, by his Majesty's ship *Victorieuse*, nearly the size of a ship's cutter, with nine feet water on it, and round it five fathoms: it bears from the Arab's tower N.W. by W. distant five or six miles: from the hill to the east of Arab's tower W.N.W. and extremes of the land bearing from E. to W.S.W. distant off shore about three miles.

On the 25th of April, 1801, his Majesty's ship *Florentina* discovered a ridge of sharp pointed rocks, about thirty fathoms long, and ten fathoms broad. It has on it from four fathoms to eleven feet water: within it five, six, seven, and eight fathoms: and without it, at twenty yards distance, there are about seven fathoms deepening gradually outwards. The Arab's Tower bears from the above rock S.S.E. $\frac{1}{2}$ E. distant from the beach two and a half miles.

Memorandum given to Lord Keith by Captain Louis, 1801.

A rock lies between Cyprus and Candia in the latitude 35 deg. 10 min. about 25 leagues W. of Cyprus.

Query, whether the same laid down in some charts farther to the N. under the name of *Kephali-tis-Atalias* (Satalia head) ?

SCOTLAND.

THE following declaration was left with Mr. Campbell, of Scalpa in Harris (Hebrides) by Captain George Maughan, of Seton Sluice, near Kingston-upon-Hull:—"I saw the rock bearing from Cape Wrath, (N.W. point of Scotland) N.W. by W. distant between four and five leagues: appears at last quarter of ebb.—30th June, 1785."

PLATE CCCXVI.

ST. EUSTATIUS, of which the annexed plate presents a view from the eastward, is one of the leeward Caribbee Islands, situated in longitude 63 deg. 8 min. west of Greenwich, latitude 17 deg. 30 min. north, three leagues north-west from St. Christopher's.—It may be more properly termed a huge pyramidal rock rising out of the waves, than an island; yet, for its size, it is incomparably the most valuable of all the Caribbees. Tobacco is its chief product; and that plant is cultivated, on its sides, to the very top of the pyramid, which terminates in a plain, surrounded by woods, but having a hollow in the middle, which serves as a large den for wild beasts.—The population of the island used to be estimated at 5,000 whites, and 15,000 negroes, who reared hogs, kids, rabbits, and all sorts of poultry, in great abundance.

St. Eustatius has but one landing place; and that, though naturally difficult of access, is fortified with all that art can effect to render it impregnable. The whole island is also well fortified; and the Dutch used to be extremely jealous of admitting any stranger whatsoever. Of the internal government, or riches of the Island, very little was known, farther than that it served as a storehouse for all sorts of European commodities.

St. Eustatius became a Dutch island by the right of possession, or occupancy; and it was granted in property, by the States General, to certain merchants of Flushing. It was first settled about the year 1600; but, during the wars between the English and Dutch, in 1665, the latter were dispossessed, by an armament from Jamaica. The Dutch and French becoming confederates, the English were, in the sequel, expelled; and the French maintained a garrison in the island, till it was restored to the Dutch by the treaty of Breda. Soon after the revolution of 1688, the French ejected the Dutch from St. Eustatius; whence they were, in their turn, driven by the English, under Sir Timothy Thornhill; who found it necessary, for the protection of the Dutch, to leave a small English garrison in the fort; but he granted the French no terms of capitulation, only for their lives and their baggage. The peace of Ryswick restored the Dutch to the entire property of the island. In 1781, it was again taken by the English; and from them, soon after, by the French; but it was restored to the Dutch, by the peace of 1783. It surrendered to his Majesty's arms, with the rest of the Dutch islands in the Antilles, in February last.*

* *Vide NAVAL CHRONICLE, Vol. XXIII. page 434.*

NAVAL STATE PAPERS.

CONSTANTINOPLE, FEBRUARY 21, 1809.

IN the name of the most merciful God, the object of this faithful and authentic instrument is as follows :—

Notwithstanding the appearance of a misunderstanding, in consequence of the events of the times, between the Sublime Porte and the Court of London, these two powers, equally animated by a sincere desire to establish the ancient friendship which subsisted between them, have named, for this purpose, their respective Plenipotentiaries; viz.—

His Majesty the very Powerful and very Magnificent Sultan, Mahmoud the Second, Emperor of the Othmans, has named for his Plenipotentiary Seyd Mehmid Emin Vahad Effendi, Director and Inspector of the Department called *Meneaset*, and bearing the rank of *Nishan-ji** of the Imperial Divan; and his very august and very honoured Majesty George the Third, of the kingdom of Great Britain and Ireland, having appointed his Plenipotentiary, Mr. Robert Adair, Member of the Parliament of Great Britain, who having reciprocally communicated their full powers, have, after several conferences and discussions, concluded a peace equally desired by both powers, according to the following articles :—

Art. I.—From the moment of the signature of the present treaty, all acts of hostilities shall cease between England and Turkey, and the prisoners on both sides, in consequence of this happy peace, shall be at liberty in thirty-one days after the signature of the treaty, or sooner if possible.

Art. 2.—If there should be any places belonging to the Sublime Porte in possession of Great Britain, they are to be restored and given up to the Sublime Porte, with all their cannon, ammunition, and other effects, in the same conditions in which they were found when occupied by the English; and this restitution must take place within thirty-one days after the signature of this present treaty.

Art. 3.—If there shall be effects or property appertaining to English merchants, or sequestered under the jurisdiction of the Sublime Porte, they shall be all returned and restored to the proprietors, and, in like manner, if there shall be effects, property, or vessels appertaining to the merchants and subjects of the Sublime Porte, under sequestration at Malta, or in the other isles and states of his Britannic Majesty, they shall, in like manner, be entirely returned and restored to the proprietors.

* *Nishan-ji*, a member of the Othman *divan*, whose functions may be compared to those of Lord Privy Seal in England. He affixes the Imperial Monogram (*Toora*) to edicts, decrees, passports, &c. *Nishan* meaning literally a mark or sign, and the particle *ji*, the agent; a rule useful to be remembered by the readers of Othman nomenclature.

Art. 4.—The articles of the treaty stipulated in the Turkish year 1086, in the moon Jemaazi-ul-akhir, as also the act relative to the commerce of the Black Sea,* and the other privileges (*midjiazuls*) equally established by the acts of subsequent periods, shall be observed and maintained as heretofore, and as if they had not suffered any interruption.

Art. 5.—In consequence of the good treatment and favour granted by the Sublime Porte to the English merchants with respect to their merchandise and property, and every thing of which they may stand in need; and in like manner with regard to all objects tending to facilitate their commerce, England shall reciprocally grant entire favour and an amicable treatment to the flags, subjects, and merchants of the Sublime Porte, who shall hereafter frequent the states of his Britannic Majesty to exercise commerce.

Art. 6.—The Tariff of the Customs, which was† latterly fixed at Constantinople at the old rate of three *per cent.* and especially this article, which respects internal commerce, shall be constantly observed as they have been regulated.—To this England promises to conform.

Art. 7.—The Ambassadors of his Majesty the King of Great Britain shall fully enjoy the honours enjoyed by other nations at the Sublime Porte; and, reciprocally, the Ambassadors of the Sublime Porte to the Court of London shall enjoy all the honours which shall be granted to the Ambassadors of Great Britain.

† For an epitome of the said treaty, entitled, *the Sacred Capitulations*, concluded 1675, and for the edict relative to the Black Sea, obtained by Mr. Spencer Smith, 1799, and also for a recognition of the same delivered to Mr. Straton, 1802, see NAVAL CHRONICLE, Vol. XXI. page 220, *et seq.* We should have wondered not to see in this article any recital of the treaty of alliance (5th January, 1799) among the public acts extant between the two high contracting parties, if we did not consider that one has reason to be ashamed of that recollection. A naval officer has favoured us with the following authentic transcript of the article in question:—"It is agreed between the plenipotentiaries of the two contracting parties, that the British ships of war which shall enter the ports and roads of the Ottoman Empire, *more particularly that of Constantinople*, are to make themselves known by hoisting ————— and firing —————: to which the commandant at the castles of the *Dardanelles*, or elsewhere, will answer by hoisting ————— and firing —————, sending off his boat to the ship, by which the signal shall be made: but if in any case the castles should not answer, the said ship or ships to confirm the signal by firing—guns, and to enter immediately after. Done at Constantinople, 5th January, 1799."

† The words *latterly fixed* in Article VI. make us believe that the point hitherto avoided during the embassy of Mr. Liston, as related by our correspondent Mercator, Vol. XXI. page 222, has been given up. In fact the language of this article, and the tone of the whole treaty, remind us unpleasantly of the transactions at, and the expedition against, Constantinople, which are alluded to in the preamble as an *appearance of misunderstanding*, by much the same figure of speech Paddy made use of in describing his being thrown out of window as a broad hint that his company was not agreeable.

Art. 8.—It shall be permitted to name *Shabbenders* (Consuls) at Malta and in the States of his Britannic Majesty, wherever it may be necessary, to inspect the affairs and interests of the Turkish merchants, and the same treatment and privileges which are allowed to English consuls residing in the Othman States, shall be rigidly observed towards the *Shabbenders* of the Sublime Porte.

Art. 9.—The English Consuls and Ambassadors shall, according to custom, employ such *Dragomans** as they may have occasion for : but as it has been before decreed by common consent, the Sublime Porte will not grant the *Berat* of *Dragoman* in favour of individuals who do not exercise that function in the place of their destination. It is agreed conformably to this principle, that henceforward the *Berat* shall not be granted to any person of the rank of tradesman or banker, nor to any one who shall keep a shop or manufactory in the public market, or who shall be concerned in affairs of this kind; and he shall not be appointed by the English Consuls from among the subjects of the Sublime Porte.

Art. 10.—The English patent of protection shall not be granted to any person from among the dependants of merchants, subject to the Sublime Porte, nor shall there be delivered to them any passport from the Ambassadors or Consuls, without the permission of the Sublime Porte.

Art. 11.—As it has been at all times forbidden for ships of war to enter the canal of Constantinople, viz. in the strait of the Dardanelles, or that of the Black Sea, and as that ancient rule of the Othman empire must be henceforward observed in time of peace, by all powers whatever, the British Court promises to conform to this principle.†

Art. 12.—The ratification of the present Treaty of Peace, between the high contracting powers, shall be exchanged at Constantinople in the space of ninety-one days, from the date of the present treaty, or sooner if possible.

* *Dragomon* a corruption, through the vulgar Greek medium, of the Turkish *Terjuman*, an interpreter. *Berat* is the Turkish diploma or warrant of appointment to the office : and the restriction relative to the choice of persons for this employment, in Article IX. as well as that to granting British patents and passports in the following article, are farther renunciations, by the embassy, of privileges enjoyed up to the time of Mr. Arbuthnot's unfortunate mission, 1806 ; and glanced at in Article IV.

† Article 11 contains the resignation of an honourable distinction obtained for the English navy by Admiral Sir Sidney Smith, in a separate article of the treaty of alliance already mentioned by us, to which that officer's name appears as one of the subscribing plenipotentiaries ; whereby our ships of war had only to identify themselves by a particular signal, and pass freely to the capital ; whereas now, a frigate, bearing even an ambassador or important despatches, may lose a favourable wind, indispensably necessary to stem the currents of the Hellespont, while detained to undergo humiliating formalities.

CONCLUSION.

In order that the peace which has been happily concluded and re-established, with the assistance of God, and in virtue of the sincerity and fidelity of the two parties, consisting in the twelve articles above-mentioned, and that the exchange of the ratifications may definitively have effect, I, the Plenipotentiary of the Sublime Porte, furnished with full powers, have in virtue of those same full imperial powers, signed and sealed this instrument, which, having been, in like manner, signed by the Plenipotentiary of the *Padishah* * of Great Britain, according to the tenor of their full powers, I have committed to the said Plenipotentiary the present in exchange for another instrument exactly conformable, written in the French language, which has been transmitted to me on his part.

* * * Having been disappointed in the wish and expectation of seeing this paper published under parliamentary authority in England, we have been the more agreeably surprised at finding it in the Madras government gazette ; from which this is reprinted. Upon the whole, we record this document, as an acceptable sign of returning to the true principles of policy that ought to regulate our relations with Turkey, from the wild aggression that involved us in war with that people : the first that ever occurred—May it be the last.—We are moreover glad to find that the important object of the Black Sea, has not, according to Mercator's patriotic wish, (Vol. XXI. page 216) been overlooked by a negotiator we considered at his nomination as *better versed in Russian than in Turkish politics*.—It is a remarkable coincidence, that this treaty of reconciliation should be executed on the anniversary of the treaty of alliance that ought not to have been suffered to expire by statesmen of common sagacity, or by agents of common vigilance. But diplomacy is a science which has long gone on by *rule of thumb*, or as matter of party speculation, in England ; and now bids fair to be totally forgotten. We fervently hope our navy will long escape infection from the same pernicious influence, and make us amends for want of skill and management in other departments of the state.

* *Paadi-Shah*, a Persian title, signifying the great King or Emperor, and its use by the Othman chancery of state has hitherto been restricted to France alone among European powers.

collect right, he was more obliged to the wind coming off the land, than to any exertions of his own: fortune favoured the gallant attempt, and may do so again. But it becomes my duty to state all the difficulties, as you have done me the honour to desire me to enter on the subject." Sir John Jervis, in replying to Admiral Nelson, May 6, 1797, said—"Braca Forte (the Viceroy) was certainly not arrived at Santa Cruz at the time we had the report from Lisbon, and I rather imagine is not destined thither. A Genoese vessel from thence informed Bowen and Troubridge some days afterwards, that the two register ships belonging to the Philippine Company were lying there in great security, and had not landed their treasure; a dismasted French privateer was also in the bay. The Genoese told Troubridge, that Bowen steered directly for Santa Cruz when he parted with him, determined to cut them out. I have since sent Hallowell and Cockburne thither, and to cruise with a roving commission as long as their provisions last, calling in at Funchall for water. Teneriffe, therefore, not being the great object it was when you suggested the enterprise, and the Spanish fleet being numerous, I must concentrate all my force of line-of-battle ships and frigates."----(Page 11.)

The expedition to Teneriffe, which had arisen in the mind of Nelson, being put off, we are thus introduced to one of the greatest of his military exploits; which he himself spoke of in his memoir, (page 2) as displaying more personal courage than any other part of his life. A service hard to hand with swords, in which his coxswain, John Sykes, twice saved his life: "The next mark of confidence which Nelson received from his admiral was, the being appointed to command the in-shore squadron off Cadiz; a post of honour well adapted to so vigilant and daring a spirit. It was his constant custom every night, when the boats were on their stations off the mouth of that harbour, to be rowed in his barge through the whole force, and with his wonted attention to inspect every thing that was going on."--(Page 13.)

As if it had been in the original and true spirit of chivalry, the renowned Sir Horatio Nelson was destined to keep the vigils of his knighthood during the perilous night of the 3d of July, 1797, at the mouth of Cadiz harbour. On the evening of that day it had been given out in orders by the commander-in-chief, that all barges and launches without exception, with their carronades properly fitted, and plenty of ammunition and pikes were to be with Admiral Nelson at half-past eight o'clock on a particular service. The garrison of Cadiz at this time consisted of from 4,000 to 4,500 men. On the line wall facing the bay, 70 pieces of cannon and eight mortars had been mounted, and near Alameda were four other mortars; and from the capuchins at the back of the town to the Land point were three batteries, of four guns each. Such was the strength of the forts at Cadiz when Sir Horatio Nelson undertook its bombardment." (Page 22.)—In replying to a letter from the commander-in-chief on the same 3d of July, Nelson said, "We will begin this night by ten o'clock, and I beg that all the launches of the fleet may be with me by eight, or half-past at farthest, also all the

barges and pinnaces. I wish to make it a warm night at Cadiz. The town and their fleet are prepared, and their gun-boats are advanced; so much the better. If they venture from their walls, I shall give Johnny his full scope for fighting. Mazarredo will be more than human, if he can keep the merchants of Cadiz in good humour. I am inclined to think he has been out this afternoon. I intend if alive, and not tired, to see you to-morrow, and, ever to the last, believe me your faithful Horatio Nelson."—It is particularly interesting to peruse the transactions which at that time took place at Cadiz, where our brave countrymen are now displaying such acts of heroism in its defence.

Amidst the new documents, with which this daring part of Nelson's Life is illustrated, is the following letter of his after his three attacks, addressed to Commissioner Inglefield, at Gibraltar, July 11. (Page 27.)—"I am sorry, my dear Sir, to find from General O'Hara's letter, that he has the smallest alarm for our success in any thing my great commander-in-chief plans: had my orders been well executed, not a Spanish gun or mortar boat would have been left at Cadiz. Our loss of men is most trifling; but, however that might have been, I had rather see fifty shot by the enemy than one hanged by us. It is good at these times to keep the devil out of their heads. Mazarredo is alarmed, has drawn all his ships between St. Mary's and Cadiz, and, if you make haste with the Sea Mortar, I will bomb him out of Cadiz Bay. Three fires were seen in the town, but they were got under without much difficulty. I laid myself with the bomb on the strong face of Cadiz, 70 guns and eight mortars." They expected me on the weak side. The next night I took them on the soft side, and 80 shells fell in the town, and some over it amongst their shipping. Yesterday, in the *Theseus*, I had the honour of every gun from the southern part of Cadiz, and of every gun and mortar boat. I could not get them out so far as I wished, or some of them should have paid me a visit. I sent 91 prisoners into Cadiz, whom I took on the night of the 3d; and, as to killed, I know nothing about them: eighteen were killed in the commanding officer's boat, that had the presumption to lay my barge aboard, manned with some of the *Agamemnon's* people."

Lord St. Vincent, in a private letter to the gallant admiral after this achievement, thus expressed himself. (Page 23.)—"I congratulate you most heartily on the events of last night. Every service you are engaged in adds fresh lustre to the British arms, and to your character. The letter is characteristic of your noble soul, and cannot be improved by the ablest pen in Europe."—And here we may add, that we have perused with much pleasure, those excellent letters from Lord St. Vincent to Nelson, which are introduced with great effect in different parts of the work; and as the biographer rightly observes, are written in the original spirit and loyalty of a British admiral; particularly that to Consul Brame. (Vol. I, page 319.)

The next military exploit in the Life of Nelson is the unsuccessful attack on Teneriffe, which took place on the night of the 24th of the same month,

July, after the attempt had failed which Captain Troubridge* conducted. Here we find much new and valuable information. Fac similes are given of the last letter he ever wrote with his right hand, and of the first which amidst much pain and agony he effected with his left. Both were addressed to Lord St. Vincent, whose decided friendship and regard for Sir Horatio is very accurately and properly traced during the whole period of that nobleman's continuance in the Mediterranean. The first of these interesting letters is dated Theseus, off Santa Cruz, July 24, 8 P.M.—“ I shall not enter on the subject why we are not in possession of Santa Cruz. Your partiality will give credit that all has hitherto been done which was possible, but without effect: this night I, humble as I am, command the whole, destined to land under the batteries of the town, and to-morrow my head will probably be crowned with either laurel or cypress. I have only to recommend Josiah Nisbet to you and my country. With every affectionate wish for your health, and every blessing in this world, believe me your most faithful Horatio Nelson.”

Previous to their making this last desperate attempt, (Vol. II, page 35) the gallant Sir Horatio, with some of the captains of his squadron, had agreed to meet at supper on board the Seahorse, Captain Freemantle, at whose table the lady, whom he had lately married in the Mediterranean, presided. Nelson, on leaving the Theseus, being sensible of the extreme danger to which he was about to be exposed, had called his son-in-law, Lieutenant Nisbet, who had the watch on deck, into the cabin, that he might assist in arranging and burning his mother's letters; when perceiving that the young man was armed, he had begged of him earnestly to remain behind, adding, “ *Should we both fall, Josiah, what would become of your poor mother? The care of the Theseus falls to you; stay, therefore, and take charge of her.* ” “ *Sir,* ” replied Nisbet, “ *the ship must take care of herself. I will go with you to-night, if I never go again.* ”

“ Thus attended by his son-in-law, Nelson had proceeded from the Seahorse to the Mole of Santa Cruz; and had there received his severe wound through the right arm, as he was in the act of drawing his sword and stepping out of the boat. (According to the information of an officer who was present, the same fire from the enemy which wounded Admiral Nelson, also wounded seven other men in their right arms.) This sword, which he had so long and so deservedly valued, from respect to his uncle, Maurice Suckling, was grasped, when falling, in his left hand, notwithstanding the agony he endured. Lieutenant Nisbet, who had remained close to him, saw his father-in-law wounded from the tremendous fire of the Spaniards, and heard him exclaim, “ *I am shot through the arm, I am a dead man!* ” Nisbet placed him at the bottom of the boat, and observing that the sight of the quantity of blood which had rushed from the shattered

* See Vol. XXIII. pages 9—16, of the Naval Chronicle, where extracts from the Life of Nelson are inserted, to illustrate our memoir of Sir T. Troubridge's public services.

arm seemed to increase the faintness, he took off his hat to conceal it. He then with great presence of mind examined the state of the wound, and holding the shattered arm so as to stanch the blood, he took some silk handkerchiefs from his neck and bound them tightly above the lacerated vessels; but for this attention, Nelson, as he afterwards declared, must have perished. Mr. Nisbet was assisted by a seaman of the name of Lovel, one of the admiral's bargemen, who, having torn his shirt into shreds, constructed a sling for the wounded arm. They then collected five other seamen, and at length with their assistance got the boat afloat, which had grounded from the falling of the tide. Having thus far succeeded, Lieutenant Nisbet took one of the oars that remained, and ordered the man who steered to go close under the guns of the batteries, that they might be safe from their tremendous fire. The voice of his son-in-law enforcing this judicious order, roused Sir Horatio from his fainting state, and he immediately desired to be lifted up in the boat, that, to use his own words, "he might look a little about him:" he was accordingly raised by Nisbet. The scene of destruction, and the tempestuous sea, were sublimely dreadful: a painful uncertainty prevailed respecting the fate of his brave companions; when, on a sudden, a general shriek from the crew of the *Fox*, which had sunk from a shot she had received under water, made the noble admiral forget his own weak and painful state. Many were rescued from a watery grave by Sir Horatio himself, whose humane exertions on this occasion added considerably to the agony and danger of his wound. Ninety-seven men, including Lieutenant Gibson, were lost, and eighty-three were saved. The first ship which the boat could reach happened to be the *Seahorse*; but nothing would induce the wounded admiral to go on board, though he was assured that it might be at the risk of his life, if they attempted to row to another ship: "*Then I will die,*" he exclaimed, "*for I had rather suffer death than alarm Mrs. Freemantle by her seeing me in this state, and when I can give her no tidings whatever of her husband.*" They accordingly proceeded without further delay to the *Theseus*; when, notwithstanding the increased pain and weakness which he experienced, he peremptorily refused all assistance in getting on board: "*Let me alone, I have yet my legs left, and one arm. Tell the surgeon to make haste and get his instruments. I know I must lose my right arm, so the sooner it is off the better.*"

He afterwards sent the following letter to Sir John Jervis, which was the first he ever wrote with his left hand. The fac-simile of it is given (as we have already mentioned) in the *Life*.—" *Theseus, July 27, 1797. My dear Sir, I am become a burthen to my friends, and useless to my country, but by my letter wrote the 24th, you will perceive my anxiety for the promotion of my son-in-law, Josiah Nesbit. When I leave your command, I become dead to the world; I go hence and am no more seen. If from poor Bowen's loss, you think it proper to oblige me, I rest confident you will do it. The boy is under obligations to me; but he repaid me by bringing me from the Mole of Santa Cruz. I hope you will be able to give me a frigate to convey the remains of my carcass to England. God bless*

you, my dear Sir, and believe me your most obliged and faithful Horatio Nelson. You will excuse my scrawl, considering it is my first attempt."

"During the passage (page 44) Nelson would not permit the surgeon to examine his arm, and his sufferings and irritation were at times very great. Being arrived at Spithead, he received the Admiralty's permission on September the 2d, to strike his flag, and immediately proceeded without delay to his father and Lady Nelson at Bath. His letter, as he imagined, had not long preceded his arrival. The difference of the hand-writing had at first perplexed the readers, and it was some time before Lady Nelson had discovered with inexpressible anguish, that it was actually written by her wounded husband. They had heard of an expedition on which a part of Lord St. Vincent's fleet had been detached, and painful rumours had prevailed, neither of them had resolution to read it. The dreadful change in the well-known hand-writing created an uncertainty, which magnified all that could have happened. At last Mrs. Bolton, who was on a visit to her father, at his request, disclosed the contents; she was sincerely attached to her brother, and for some minutes their affectionate sympathy rendered them insensible to the joy of his return. Whilst they were alternately expecting and despairing of his arrival, Lady Nelson one evening suddenly distinguished the sound of her husband's voice directing his carriage where to stop. The affectionate mind and filial regard of a son long absent, were rewarded by the blessings of an aged father, and by the tenderness of the faithful partner of his early and more humble fortunes.

The following is a copy of the letter which his Royal Highness the Duke of Clarence sent from Dover to Sir Horatio Nelson, dated September 7th 1797:—"Dear Sir, I congratulate you with all my heart upon your safe arrival at last, covered with honour and glory. As an old friend, I cannot but lament the very severe loss you have sustained in your right arm; yet I hope your health is good, and that you are gone to Bath more for the purpose of being with your father and Lady Nelson, than for the re-establishment of a constitution, in which I am doubly interested; both as a friend, and as one who is anxious to see the country have restored to it a brave and excellent officer. Excuse my anxiety, it proceeds from friendship and admiration of your public character. My best wishes and compliments attend you and Lady Nelson, and ever believe me, dear Sir, yours sincerely, William."

"On the same day he had written to his Royal Highness from Bath.—"Sir, I trust your Royal Highness will attribute my not having sent a letter since my arrival to its true cause, viz. the not being now a ready writer. I feel confident of your sorrow for my accident; but I assure your Royal Highness, that not a scrap of that ardour with which I have hitherto served our King has been shot away."

(To be continued.)

Naval Poetry.

The heart's remote recesses to explore,
And touch its springs, when Prose avail'd no more.

FALCONER.

*Lines written on board his Majesty's Ship Pompée, during the Expedition
against Constantinople, 1807.*

AJAX,* alas! devouring flames destroy
His ashes left before the walls of Troy:
Canopus led the way 'twixt hostile strands,
Midst Grecian cities† thronged with Othman bands,
Dreading *Repulse* the Turks dared not assail;
The British *Standard* turned the crescent pale;
On Cæsar's allies *Pompey*‡ vengeance wreaks,
And rushing in the midst their line he breaks;
Whole show'rs of deadly bolts the *Thunderer* hurled;
The anchor goes, again the sails are furled;
While Asia trembles with explosions dire
An *Active*'s§ torch in Europe kindleth fire;
The Pasha's fleet in fragments on the coast,
Classic Propontis bears the British host
It's dread approach each Turkish heart appals
Lo! *Windsor Castle*'s at Byzantium's walls
Grim *Lucifer* his brimstone doth prepare,
Whil'st fiery *Meteor* glows to dart in air:
Th' astonished Turks, who ne'er beheld the like,
Fear *Royal George* a final blow should strike;
Mercy they beg: *Endymion*|| stands between
The hand of pow'r to mercy still doth lean:

* The squadron consisted of the following ships:—*Royal George*, *Canopus*, *Pompée*, *Ajax*, *Windsor Castle*, *Repulse*, *Standard*, *Thunderer*, *Endymion*, *Active*, *Lucifer*, *Meteor*, of which the *Ajax* was burnt in the night of the 14th of February, 1807, off the Sigæan promontory (now Cape Yénni-Shéhîr) and not far from the tumulus or barrow under which that hero was buried; still visible on the Anatolian shore of the Hellespont.—See Letters on Service NAVAL CHRONICLE, Vol. XVII. page 373, and p. 42 of this volume.

† Abydos in Asia, Sestos in Europe.

‡ For an account of the destruction of the Othman squadron in the Bay of Nagara (Abydos) by Rear-admiral Sir S. Smith's division, see that officer's report to the commander-in-chief, Vol. XIX. page 292, published in the NAVAL CHRONICLE only.

§ The *Active* was detached by Sir Sidney Smith to effectuate the destruction of a fugitive Turkish ship, chased on shore near Sestos.

|| The *Endymion* was employed off Constantinople as a flag of truce.

A truce requested, and obtained, they break ;
 Loud tumults Sultan Selim's throne do shake ;
 His empire's fate a thread alone doth bear,
 Suspended hangs the blow of death in air.
 'Tis not yet time, with Moore,* the spell to break
 That Greece doth shackle : 'tis not time to take
 Revenge on Europe's scourge, Mohammed's race :
 A greater scourge for them his lines would trace,
 The curse of hell, the greatest, man hath seen
 'Tis BUONAPARTE's friendship he doth mean.

W. S. S.

~~~~~

AN ODE,  
 ON THE DEATH OF CAPTAIN JOHN SHORTLAND,

BY CONNOP THIRLWALL, AGED 13 YEARS.

*Author of the Primitia.*

I.

**A** ID me, thou spirit of the storm,  
 And loud and wild my numbers form,  
 And grant unwonted fire ;  
 And thou, on fancy's boldest wing,  
 Teach me 'bove earthly scenes to spring,  
 Old ocean's hoary sire :  
 Who oft hast rear'd thy aged head,  
 Then prest again thy mossy bed,  
 To see the wreck our heroes made,  
 And hear the British thunder roar,  
 And shouts, triumphant shouts, resound from shore to shore.

II.

Teach me to sing that fatal day,  
 When in the long unequal fray,  
 Was pierc'd his country's pride ;  
 Who scorning to avoid the strife,  
 Honour too dearly bought with life,  
 And nobly fought and died.  
 Shortland through every future age,

---

\* The following is the remarkable prediction in the *Vox Stellarum Almanac* for 1807, to which this line alludes. "April. Last Quarter. Near this time the Turkish Emperor dies, or it may be he hides his head, his people are tumultuous ; if he can save his life, let him ; I give him fair warning of it."—This was printed in October or November, 1806, and the revolution that cost Selim III. his throne and life took place on the 25th of May, 1807.

Thy name shall grace our hist'ry's page,  
 And songs of bards unborn engage ;  
 While sires their lisping infants tell,  
 How fir'd with patriot zeal, the British Champion fell.

## III.

Exulting Britain view'd with pride,  
 How her brave sons the foe defy'd,  
     Nor fear'd their num'rous band ;  
 And from her chief's terrific glance,  
 How shrunk the vaunting slaves of France,  
     And fell beneath his hand.  
 But that bright spark which sway'd the fight,  
 And cheer'd her warriors with its light,  
 Was doom'd by fate, to endless night,  
 Nor lives the combatant to claim  
 The recompense of worth, the well-earn'd meed of Fame.

## IV.

Lamented Hero, o'er thy bier,  
 Britannia sheds the pitying tear,  
     And heaves the grateful sigh ;  
 Moist with her sorrows o'er thy tomb,  
 Shall never-fading laurels bloom,  
     Nor with thy fame they die :  
 Nor has the spark which late inspir'd  
 Thy manly breast, with thee expir'd ;  
 But with it thy brave comrades fir'd,  
 Shall rise in thunders 'gainst the foe,  
 And on their tyrant's head, avenge thy fatal blow.

## V.

Yes, proud Usurper, nor thy crown,  
 Shall ought avail, nor couch of down,  
     To give thy soul repose.  
 While Albion o'er her native main,  
 Continues her triumphant reign,  
     And dares thy pow'r oppose.  
 Nor ever while our naval host,  
 Can still another Shortland boast,  
 Shall hostile band invade our coast ;  
 But in midway our terrors feel,  
 Till mercy stop the ball, and blunt the vengeful steel.



## THOMSON'S DESCRIPTION OF A STORM.

WHEN from the pallid sky the sun descends,  
 With many a spot, that o'er his glaring orb  
 Uncertain wanders, stain'd, red fiery streaks  
 Begin to flush around. The reeling clouds  
 Stagger with dizzy poise, as doubting yet  
 Which master to obey : while rising slow,  
 Blank, in the leaden-colored east, the moon  
 Wears a wan circle round her blunted horns.  
 Seen thro' the turbid fluctuating air,  
 The stars obtuse emit a shiver'd ray,  
 Or frequent seem to shoot athwart the gloom,  
 And long behind them trail the whitening blaze.

———— But chief the plummy race,  
 The tenants of the sky, it's changes speak.

———— *The corv'rant on high*  
*Wheels from the deep, and screams along the land.*  
*Loud shrieks the soaring her'n : and, with wild wing,*  
*The circling sea-fowl cleave the flaky clouds.*  
 Ocean, unequal press'd, with broken tide  
 And blind commotion heaves, while from the shore,  
 Ate into caverns by the restless wave,  
 And forest-rustling mountains, comes a voice  
 That, solemn sounding, bids the world prepare.  
 Then issues forth the storm with sudden burst,  
 And hurls the whole precipitated air  
 Down in a torrent. On the passive main  
 Descends th' æthereal force, and with strong gust  
 Turns from it's bottom the discolored deep.  
 Thro' the black night, that sits immense around,  
 Lash'd into foam, the fierce conflicting brine  
 Seems o'er a thousand raging waves to burn ;  
 Mean time the mountain-billows, to the clouds  
 In dreadful tumult swell'd, surge above surge,  
 Burst into chaos with tremendous roar,  
 And anchored navies from their stations drive,  
 Wild as the winds, across the howling waste  
 Of mighty waters : now th' inflated wave  
 Straining they scale, and now impetuous shoot  
 Into the secret chambers of the deep,  
 The wintry Baltic thundering o'er their head ;  
 Emerging thence again, before the breath  
 Of full-exerted heaven they wing their course,  
 And dart on distant coasts, if some sharp rock,  
 Or shoal insidious, break not their career,  
 And in loose fragments fling them floating round.

WINTER. L. 119.

Naval critics will be interested by a comparison of the same ideas which prevail in the following passage :—

Jam sibi tum curvis malè temperat unda carinis,  
*Cum medio celeres revolant ex æquore mergi.*  
*Clamoremque ferunt ad li'tora, cumque marinæ*  
*In sicco ludunt fulicæ : notasque paludes*  
 Deserit, atque altam supra volat ardea nubem.

ATTEMPTED IN ENGLISH.

From the frail bark, that ploughs the raging main,  
 The greedy waves unwillingly refrain,  
 When loud the *corvorant* screams, and seeks the land ;  
 And many *sea-gulls* sport upon the sand ;  
 And the tall *her'n* his marshy haunt forsakes,  
 And tow'rs to heaven above his favorite lakes.

## NAVAL HISTORY OF THE PRESENT YEAR, 1810.

(June—July.)

### RETROSPECTIVE AND MISCELLANEOUS.

THE abdication of King Louis, which took place by proclamation, on the 1st of July, is an event of some importance to the naval interests of this country. The motives assigned by Louis for this act are, That the unfortunate state of Holland arose from the displeasure which his brother Napoleon had conceived against him; that all his endeavours to remove that displeasure, or to meliorate the sufferings of his subjects, had been unavailing; that he considered himself to be the only obstacle to the termination of the differences which subsisted between France and Holland, and to the return of his brother's *good-will* to the latter country; and that, as he could no longer sway the Sceptre with advantage to his people, he deemed it proper to vacate the throne.

The abdication was in favour of Louis's eldest son, Napoleon Louis, or, in default of him, of his second son, Charles Louis Napoleon. The young Prince being a minor, the Queen was declared Regent, to be assisted by a Council of Regency.

Agreeably to an arrangement, announced at the time of King Louis's abdication, a number of French troops entered Amsterdam, without resistance, on the 4th of July; and, as was anticipated, the absolute annexation of Holland to France almost immediately followed. A *Senatus Consultum* to the following effect, received the formal sanction of Bonaparte on the 10th: The Dutch territory to form a component part of the French empire; the Duke of Placenza (Le Brun) to be president of the council for the government of Holland; one-third of the revenues of the country to be applied to the extinction of the Dutch national debt; and, ranking after Paris and Rome, Amsterdam to be the third city of the French empire.

Louis's abdication appears to have been his own voluntary act and deed, without the sanction, or even privity, of his brother. He privately disappeared from Amsterdam, on the night of July 12th. He was at first thought to have escaped to Tonningen, where he meant to take shipping for America; but later accounts mention, that he has joined his brother Jerome, at Cassel.

An insurrection of a serious and alarming nature broke out at Stockholm, on the 21st of June, the day appointed for the funeral of the Crown Prince: Count Fersen, who led the procession, as high marshal, was attacked by a mob and killed; and, in the conflict which ensued, five soldiers and a considerable number of the populace were killed, and upwards of a hundred wounded. The alleged cause of the tumult is, that the people, who were much attached to the Crown Prince, considered that he had met his death unfairly, through the means of Count Fersen, whom they, therefore, selected as an object of vengeance. This, however, is false; for the Crown Prince was detested by the Swedes. The general belief is, that the insurrection was excited by the French party, for the purpose of removing Count Fersen, who was personally obnoxious to Buonaparte, on account of his attachment to the late royal family of France. It is also believed to be Buonaparte's anxious wish, to consolidate the sovereignties of Sweden and Denmark under the rule of his Danish Majesty; by which means, his views for the humiliation of Russia would be much facilitated. The official report of the physicians, who opened the body of the Crown Prince, was decisive, as to his having died of apoplexy; notwithstanding which, a new investigation is taking place; and a reward of 20,000 rix dollars has been offered, to any person who may be able to prove the death of the Prince by poison, or by other criminal means.—In the mean time, the friends of Count Fersen, in the hope of proving that nobleman's innocence, have requested the government seals to be placed on his papers.

The latest accounts from Cadiz represent that city as in a state of perfect security against the French.

A commercial treaty has been concluded between his Britannic Majesty and the Prince of Brazil, which is highly advantageous to the commercial interests of this country. British subjects and shipping are put upon the same footing as those of Portugal. We are at liberty to trade with St. Catherine's, Goa, and, in short, with all the Portuguese possessions in every part of the world; the Prince Regent reserving to his subjects only the exclusive trade of tobacco, ivory, gold dust, and Brazil wood. In the event of any alteration taking place on either side in the duties, as settled by the two contracting parties, the permission to alter is considered mutual. No vexatious arrests, nor visits in search of papers or books, are to be allowed; but in case of treachery, or other capital offence, the party accused is to be examined, as speedily as possible, in the presence of the representative of the nation to which he belongs.

The Supreme Government of the Caraccas, as it is now denominated, have issued a proclamation, declaring South America independent of Spain, and of every other European or foreign power. It appears, however, from



a Caraccas gazette of May 11, that future obedience is promised to the parent state, should Spain be rescued from the grasp of Buonaparte, and a consultation be formed, connecting America with the European monarchy, on the basis of equal liberties and laws. The districts of Maracaybo and Coro, in the province of Venezuela, continue their allegiance to Ferdinand VII.

The John Adams frigate, with despatches from Mr. Pinkney and General Armstrong (the American ministers at London and Paris) have safely reached America. From such parts of those despatches as are given in the American papers, it scarcely appears possible, that hostilities between France and the United States can be avoided. Instructions have been issued by the American President, to prosecute all persons in the United States, who have been, or may be, concerned in fitting out privateers.

Buonaparte's emissaries appear to be at work in the West Indies. General Rigaud has been received, with open arms by Petion, one of the rival chiefs of Hayti. All the British military officers at Dominica, excepting two, were recently asserted to have been massacred by a party of Blacks, in the French interest; but we are happy to find that the report was false. The announced detection of a plot at Martinique, for a similar purpose, is perhaps equally groundless.

We have much pleasure in noticing the gallant action which the Spartan frigate, Captain Brenton, has sustained with King Murat's navy, in the Bay of Naples. Murat, it appears, had ordered a ship to go out, and bring in the English frigate, or he would hang the French officer on his return. Murat's squadron which engaged the Spartan, consisted of various armed vessels of different sizes; and, as this greatly-superior force ranged alongside, Captain Brenton ordered all the crew above to give three cheers. The intrepid coolness of the proceeding had the immediate effect of damping the ardour of the enemy. A tremendous and well-directed volley from the Spartan drove below with great slaughter nearly all the soldiers and marines who crowded the deck. After a few broadsides from the Spartan, the frigate sheered off, and as she entered the bay, our brave countrymen beheld one of the forts firing upon her with indignation. For a considerable time during the battle, Captain Brenton stood upon the capstan, exposed to a terrible fire, cheering the crew, and watching the manœuvres of the enemy. Upon one of the lieutenants requesting him not to expose himself in this manner, he replied, "In about half an hour the victory will be ours, and we will then go below and take a glass of wine on the occasion." Soon after a grape shot struck his hip bone. In the act of falling, he was caught in the arms of one of his officers, and carried below. The wound was for some time considered to be mortal.—After this accident, the battle was continued with increased fury on the part of the Spartan. The sailors thought their beloved commander was killed, and revenge occupied their minds above and below, from one end of the ship to the other. At length one of the sloops of war struck, and the rest made the best of their way back. A calm took place, which prevented the Spartan from cutting them off, otherwise it was evident that every one of

them must have fallen into the hands of our heroic countrymen.—Numerous were the instances of individual fortitude displayed on the occasion. One of the sailors, who afterwards was obliged to undergo an amputation close to the shoulder blade, when told that he must lose the whole of his arm, exclaimed, “Well, take it whenever you like; it is not mine, but my King’s.”

A more particular account of this action is given in the following letter:—

*From an Officer to a Friend in London.*

*“His Majesty’s ship Spartan, Malta,  
16th May, 1810.*

“MY DEAR FRIEND,

“Aware that an old messmate (particularly a once Spartan) will derive some gratification from the particulars of our recent glorious contest, I willingly avail myself of the first conveyance to enable you to participate in the feelings of your old shipmates. On the 1st instant, we, in company with the *Success*, chased into Naples a frigate, corvette, brig, and cutter. On the 2d, from a supposition on the part of the truly gallant Captain (Jahleel Brenton) that these fair-weather birds would never put to sea, whilst menaced by two British frigates, he ordered the *Success* (being a junior ship) to part company: the manœuvre succeeded, and on the following morning, at day-light, the enemy’s squadron was with pleasure descried standing towards us, in a regular line of battle. It was not in our nature to run! but, agreeably to our usual system, as well as their astonishment, we made sail for them; and, being aided by a light breeze, were enabled, about 40 minutes after seven, to commence against “fearful odds,” what our gallant brother tars on this station, as well as the conquered foe, acknowledge to have been one of the most brilliant actions ever fought by an English frigate. The battle took place off Naples, and was commenced within pistol-shot by the French frigate *Ceres*, of 42 guns, she being the leading ship of the enemy’s line, and after a truly trying, yet, thank God, glorious contest of two hours and ten minutes (during which time the awful scene was witnessed by his *Mock-majesty*, Murat, and the whole population of the proud city of Naples, we succeeded in capturing the national brig *L’Espoir*, by our brave fellows gallantly boarding her, in the face of the enemy’s whole force, who were, like unto ourselves, almost torn to pieces. When we had approached this “host of foes” sufficiently near to be distinctly heard, we welcomed them with “three cheers,” which was proposed by our gallant captain, and given by our brave tars with *heartfelt sincerity for the honour of our beloved country and glorious profession*. From the officers whom we have taken prisoners, we have been assured that our cheering tended forcibly to unnerve their seamen, as it taught them to believe we had, in the first instance, decided on death or victory! Our loss has been severe—10 brave fellows killed, and 22 wounded; yet, when I refer you to the annexed *unprecedented* superiority to which we were opposed, you must think with me, that those heroic Britons could never have fallen on a more glorious occasion. Among the killed I have to deplore the death of that gallant youth, Mr. Robinson, master’s mate, whom you, as an old Spartan, must recollect; and in the list of wounded, the name of our truly heroic and distinguished captain

unfortunately stands conspicuous. He was dangerously wounded by a grape-shot, about the middle of the action, whilst fearlessly standing on the capstan, and by his judicious manœuvring and gallant example, imbibing a confidence of success in every officer and man around him. He was wounded in the left side, and has since suffered almost incessant pain with becoming fortitude; but I am happy to add, he is now pronounced out of danger; and the ardent prayers of his officers and brave crew continue to be offered up with seaman-like sincerity for his speedy restoration to the service of his country; with whom his zeal, ability, and heroism must ever stand unrivalled! and by whom, if genuine merit wants not admirers, he will, no doubt, be amply rewarded. He has already received the Order of Knighthood and of Merit, from his Majesty the King of the Two Sicilies, which, no doubt, will be followed on the part of our good Sovereign (God bless him) by the Order of the Bath, and an adequate pension to support it. We have just learned by a flag of truce the enemy's loss to have been severe beyond precedent, 154 killed, and 316 wounded.

"Yours truly,

"JAMES DUNN, Purser.

| " ENGLISH FORCE. |            | " FRENCH FORCE.           |            |
|------------------|------------|---------------------------|------------|
|                  | Guns. Men. |                           | Guns. Men. |
| Spartan .....    | 38 258     | Ceres .....               | 42 300     |
|                  |            | Fame .....                | 28 280     |
|                  |            | Espervoir .....           | 8 98       |
|                  |            | Aclaiilla .....           | 12 120     |
|                  |            | 7 Gun-boats, 7 guns, with |            |
|                  |            | 40 men each .....         | 7 280      |
| Total ..         | 38 258     | Total ..                  | 97 1078    |

"The first escaped, the second was dismasted, and the third taken."

The French captain lost his arm, which may save his life. The action was fought within four miles of Naples, and three of the batteries of Baia and Procida. When the enemy were within range of grape from the Spartan, she saluted them with three cheers, which were distinctly heard by the whole line. On the 25th of May Captain Brenton was considered out of danger.

The gallant conduct in Captain Brenton, and the subsequent chagrin of King Murat, reminds us of the following anecdote:—

When Buonaparte and his new Empress were at Boulogne, after viewing the fortifications, and every thing interesting in the town, they went to the heights to take a peep at the sea. The Empress had a telescope in her hand, and observing a vessel cruising, at some distance, she inquired what it was, and was informed that it was an English vessel. Perceiving five others in the harbour, she asked what they were, and was told that they belonged to the Emperor. She then asked why the five vessels did not go and take that belonging to the enemy. At this moment Buonaparte, who had shewn a restless impatience, could restrain his feelings no longer, but snatching the glass out of her hand, exclaimed, in the French language, with great impetuosity, "Because the wind is not fair!"

The last letters from Malta contain the following melancholy article of naval intelligence, which, we trust, may prove, if not unfounded, at least



considerably exaggerated :—" A few days since, just after the hands of his Majesty's ship *Repulse*, of 74 guns, Captain J. Halliday, had been piped on deck, a vivid sheet of lightning passed along it, and struck near one hundred of the men instantaneously dead !—We have not heard of the least accident befalling any other ship on this station."

*Launch of the Boyne.*

The magnificent and pleasing sight—the launching of the *Boyne*—on Tuesday, July the 3d, at Portsmouth, was attended by a great number of spectators, although the weather was unfavourable. The launch took place exactly at fourteen minutes before twelve; and it was universally acknowledged to be one of the best launches ever witnessed. The nobility present were very numerous: so many carriages had not been seen in the Dock-yard since his Majesty's visit to it. The Earls of Northesk and Ormond, the Dowager Countess Grey, and Lord and Lady Keith; Sir Francis Hartwell, one of the Comptrollers of the Navy; Henry Peake, Esq. one of the Surveyors of the Navy; R. G. Middleton, Esq. one of the Commissioners of the Navy; Admiral Sir Roger Curtis, Bart. General Whetham, Hon. Colonel Grey, &c. were present.—The Hon. Commissioner Grey gave an elegant dinner on the occasion.

The *Boyne* is considered a very fine ship: her temporary keel, and the first timber (which is called a floor timber) were laid April 17, 1806. She was finished framing in the following August. She is built exactly after the model of that favourite ship the *Victory*. She has been coppered and fitted for ordinary.

It is not yet known which ship will occupy the slip the *Boyne* was launched from. There are two intended to be built at Portsmouth, the *Pitt* and *Talavera*, 84's. There are now building, the *Vindictive*, 74, *Lacedæmonian* frigate, and *Hermes* sloop,

*Launch of the Queen Charlotte.*

The launch of the *Queen Charlotte*, (will be seen more at large in a preceding page) took place from his Majesty's yard, at Deptford, on Tuesday, the 17th of July. The accuracy of the following account of her principal dimensions may be fully relied on :—

|                                      | Ft. | In. |
|--------------------------------------|-----|-----|
| Length on the gun-deck .....         | 190 | 0½  |
| Length of the keel for tonnage ..... | 156 | 1½  |
| Breadth extreme .....                | 52  | 6   |
| Depth in hold .....                  | 22  | 9   |
| Burthen in tons, No. 2289            |     |     |
| Light draught of water { Afore ..... | 23  | 11  |
| { Aft .....                          | 24  | 10  |

The subjoined additional dimensions are probably correct, but we cannot vouch for them :—

|                                                                                                      |     |   |
|------------------------------------------------------------------------------------------------------|-----|---|
| Length from the aft part of the fife-rail to the fore part of the figure head .....                  | 228 | 6 |
| Breadth to the outside of the main-wales .....                                                       | 53  | 3 |
| Perpendicular height from the underside of the false-keel to the upper part of the figure-head ..... | 53  | 6 |
| Perpendicular height from the underside of the false-keel to the upper part of the taff-rail .....   | 63  | 4 |

|                                 |     |    |
|---------------------------------|-----|----|
| Length of the foremast .....    | 113 | 0  |
| Diameter .....                  | 3   | 2  |
| Length of the mainmast .....    | 123 | 0  |
| Diameter .....                  | 3   | 4½ |
| Length of the maintopmast ..... | 61  | 0  |
| Length of the main-yard .....   | 102 | 0  |
| Diameter .....                  | 1   | 11 |
| Length of the bowsprit .....    | 75  | 4  |
| Diameter .....                  | 3   | 1½ |

*Guns*—Upper-deck, 30 12-pounders; middle-deck, 30 24-pounders; lower-deck, 30 32-pounders; quarter-deck, 2 12-pounders, 12 N. 32 carronades; fore-castle, 2 12-pounders, 2 N. 32 carronades; round-house, 6 18-pounders.

The masts are composed, as usual, of several pieces; but the bowsprit, contrary to that of any first rate in the navy, is a single stick of New England timber, of the above extraordinary dimensions, and is the object of universal admiration. So beautiful a piece of timber was perhaps never seen in England. It is very close grained, and so clean, that there is scarcely a knot in the whole length. The proportions of this fine ship are so happily adapted, that, although of such immense magnitude, she does not appear large at a distance; and it is only when on board, that her stupendous size becomes striking.

The Queen Charlotte, on being coppered, is to lie in ordinary some time, at Chatham.

It is highly satisfactory to have to state, that within seven days, four new ships of the line were added to the British navy, viz. the Queen Charlotte, launched at Deptford, as above stated; the Impregnable of 90 guns, at Chatham; the Conquestadore of 74 guns, at Buckler's Yard; and the Conqueror of 74 guns, at Portsmouth.

**ERRATUM.**—Page 46, note the first, line 8. The whole of this note, after the word "recollection," beginning, "A naval officer, &c. should be transposed to the last line of the second note on the following page, 47, after the word formalities. We particularly request the reader's attention to our correction of this mistake, on which the whole sense of both passages depends.

### Letters on Service,

*Copied verbatim from the LONDON GAZETTE.*

ADMIRALTY-OFFICE, JULY 10, 1810.

**R**EAR-ADMIRAL DRURY, commander-in-chief of his Majesty's ships in the East Indies, has transmitted to this office, a letter he had received from Captain Hart, commanding his Majesty's ship the Fox, giving an account of the boats of that ship having, on the 23d of March, 1809, captured and brought out from under the batteries at Sapara, la Carravaune, mounting eight four-pounders, belonging to the Isle of France, and bound from Batavia to Sourabaya.

JULY 14.

Copies of two letters from Rear-admiral Drury, commander-in-chief of his Majesty's ships and vessels in the East Indies, addressed to the Hon. William Wellesley Pole, late secretary to the Admiralty.

*His Majesty's Ship Russel, in Colombo Roads,*

January 7, 1810.

SIR,

You will be pleased to lay before the Right Hon. the Lords Commissioners of the Admiralty, the enclosed copy of a letter which I have received from that most able and judicious officer, Captain Wainwright, of his Majesty's ship *Chiffonne*, who has for some time past had the direction of the frigates employed in the Persian Gulf, and appears to have effectually destroyed the nest of pirates which has so long harrassed the trade with impunity. I have the honour to be, &c.

W. O. B. DRURY.

*His Majesty's Ship la Chiffonne, off Ras al Khyma,*

November 14, 1809.

SIR,

I have the honour to acquaint your Excellency, that by the exertion of the troops and the squadron, under the respective command of Lieutenant-colonel Smith and myself, Ras al Khyma, the principal town of the pirates who have so long infested the Persian Gulf, has been completely destroyed, together with all the vessels in the port, amounting to upwards of fifty, (about thirty of them very large dows) and of every species of naval stores.

The ships arrived off the place in the afternoon of the 11th instant, but in consequence of the shallowness of water were not able to approach the town within four miles, with the exception of the small cruisers and two of the transports; these anchored from it as near as two miles. On the same evening the *Minerva*, an English ship, prize to the pirates, was burnt within twice her length of the shore.

On the following day the town was cannonaded for three hours by the small cruisers and gun-boats, with considerable effect; and a little before day-break on the 13th instant a feint was made on the northern end of the place with two gun-boats, under the command of Lieutenant Leslie, of the *Chiffonne*, and a detachment of native troops, and the main attack commenced on the Southern, about half an hour afterwards, consistently with an arrangement made by the lieutenant-colonel. The troops were soon landed, and, gallantly executing the admirable plan of their commander, had possession of Ras al Khyma by ten o'clock, driving the enemy to the opposite shore; the gun-boats kept up a fire of grape shot on the sea side as the soldiers advanced. Before four o'clock all the enemy's vessels were in flames, together with the naval storehouses in the town.

I received the most effectual assistance from Captain Gordon, of the *Caroline*, who was with me at the landing, and from the officers and men of his Majesty's ships; also from the respective commanders of the Hon. Company's cruisers\* attached to the armament, and their officers and men. The marines of the *Chiffonne* and *Caroline* were disembarked with the army.

By the accompanying return your Excellency will have pleasure in observing that the loss of men on our side is trifling; that of the enemy has been very severe.

I have the satisfaction to say that the most perfect cordiality subsists between the army and navy, such as promises to ensure complete success in all the subsequent operations.

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\* The Honourable Company's cruisers—*Mornington*, Captain Jeakes; *Aurora*, Lieutenant Conyers; *Nautilus*, Lieutenant Walkin; *Prince of Wales*, Lieutenant Allen; *Fury*, Lieutenant Davidson; *Ariel*, Lieutenant Salter.—The *Vestal* joined on the 12th.



The troops began to embark at day-light this morning, and, notwithstanding the great want of boats, were all on board the transports before noon.

I have the honour to be, &c.

J. WAINWRIGHT.

To his Excellency Rear-admiral Drury,  
Commander-in-chief, &c. Madras.

*A Return of Men killed and wounded on board of, and in the Boats of, the Ships employed in the Attack of Ras al Khyma, on the 11th, 12th, and 13th of November, 1809.*

*His Majesty's Ship la Chiffonne.*

James Gady, able seaman, slightly wounded.

Alexander Hood, able seaman, ditto.

*His Majesty's Ship Caroline.*

James Bryant, ordinary seaman, severely wounded.

*Honourable Company's Cruiser Mornington.*

Andrew Wilson, seaman, severely wounded.

William Grisley, artilleryman, ditto.

*Aurora.*

Mahomed Jabal Khan, Lascar, mortally wounded.

*Nautilus.*

Francis Perrario, ordinary seaman, severely wounded.

Aralmean D. Fenara Topaz, slightly wounded.

*Prince of Wales.*

—— Bellaul, Lascar, killed when on shore under a tower where the Minerva lay.

—— Accool, Lascar, ditto, ditto.

Mr. J. Brown, boatswain, severely wounded, ditto.

Alexander Hunt, seaman, slightly wounded, ditto.

Total—2 killed, 1 mortally wounded, 5 severely ditto, 4 slightly ditto.

J. WAINWRIGHT, Captain of  
his Majesty's ship Chiffonne,  
and senior officer.

*His Majesty's Ship Russel, in Madras Roads,*

SIR, February 4, 1810.

FOR the information of the Right Honourable the Lords Commissioners of the Admiralty, I herewith transmit you further details of the proceedings of the frigates employed in the Persian Gulf.

The success attending the exertions of Captain John Wainwright, the senior officer, throughout this service, in having accomplished the destruction of an enemy so dangerous to the commerce carried on in that quarter, with a loss of men so trifling, reflects on him the highest credit, and serves as a further proof of his very great merit and ability.

I have the honour to be, &c.

W. O. B. DRURY.

*His Majesty's Ship la Chiffonne, Burka Road,*

SIR, December 7, 1810.

My letter of the 14th of November, a Duplicate of which is enclosed, will have given your Excellency an account of the proceedings of the ships and vessels under my orders up to that date.

On the 17th the vessels in the piratical port of Linga, amounting to twenty, nine of them large dows, were burnt without any loss on our side, the inhabitants having abandoned the town on the approach of the ships.

The contemptible holds of the Jowasmees called Congo, Bunder, Mal-lum, and Hemeran, were next reconnoitred, but no vessels were there.

I then despatched the cruisers Ternate and Nautilus to the eastward of Kishma, to prevent the escape of the Lust pirates, while I entered the channel between that island and the main at the western end; but having got the ship I command a-ground in endeavouring to work through it, as I had no pilot acquainted with the navigation, and as I found the channel was too intricate to pass without buoying the shoals, which would have taken up too much time, I determined to proceed to Lust by the eastern channel, leaving the cruiser Vestal to guard the western end of Kishma.

His Majesty's ship the Caroline had been previously detached to Burka Road with the heavy transports.

On the 24th ultimo the Ternate and the Nautilus joined; and having procured pilots at Kishern, I proceeded up the channel in his Majesty's ship under my command, with the ships and vessels named in the margin,\* and arrived off the town of Lust on the 26th at noon. Twenty-four hours having been expended in fruitless negotiation with the Chief Moola Hussum; the Ternate, Nautilus, and Fury were anchored off the town, and the troops, preceded by the gun-boats, approached to the attack, which commenced at two o'clock in the afternoon of the 27th ultimo.

The enemy made no resistance until the troops came close to the very strong fort and attempted to force the gate; he then commenced a fire, I am sorry to say, most destructive, as your Excellency will see by the accompanying return, added to that of Lieutenant-colonel Smith, to the government. The piratical vessels, eleven in number, three of them very large dows, were in the mean time burnt by the seamen; and the gun-boats and the cruiser Fury, which being of light draught of water, had been towed within musket shot of the fort, kept up a ruinous fire, which very much chartered it by sun-set; the Sheik then consented to yield up the place on the following day to the English, on the part of the Imaum of Muscat, together with all the property in it belonging to his Highness's subjects; this was accordingly carried into effect, the Sheik departing after Lieutenant-colonel Smith and myself had guaranteed his personal safety.

The fort having been delivered in trust for the Imaum to Sheik Dewish, the head of the Benismain, a tribe of Arabs who have always been firmly attached to his Highness, I sailed next morning in la Chiffonne, leaving the Mornington to bring on the cruisers and the transport to Burka, off which place I anchored this day.

The several officers and men employed with me behaved so as to merit my warmest approbation. The marines, under Lieutenant Drury, were landed with the troops; and Lieutenant Chighton, of the Chiffonne, assisted with a party of seamen in dragging the howitzer close to the fort.

The loss of the enemy has been very great: he acknowledged to upwards of fifty, independent of those who were killed in the towers adjacent to the fort, and driven over precipices to the eastward thereof.

I have, &c.

J. WAINWRIGHT, Captain.

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\* Honourable Company's cruisers Mornington, Ternate, Nautilus, Fury; Transport, Mary.

*A Return of men belonging to his Majesty's Ship La Chiffonne, and to the Hon. Company's Cruisers Mornington, Nautilus, Ternate, and Fury, who were killed or wounded at the Attack of the Piratical Port at Luft, on 27th November, 1809.*

*La Chiffonne.*

John Shay, private marine, killed; Edward Fane, private marine, ditto; Mr. McNaughton, assistant-surgeon, slightly wounded; Robert Bulford, able seaman, dangerously wounded; Andrew Johnson, able seaman, ditto; Xavier L'Hermite, ordinary seaman, ditto; William Gillet, corporal of marines, ditto; Edward Coward, private marine, ditto; John Wilkinson, able seaman, severely wounded; Thomas Kearney, able seaman, ditto; Thomas Hall, able seaman, ditto; James Mitchell, quarter-master's-mate, slightly wounded; Jan Vanseacum, able seaman, ditto; William Emington, able seaman, ditto; Thomas Ellis, landman, ditto; William Meredith, private marine, ditto; Samuel Wynn, private marine, ditto; John Curry, private marine, ditto.

*Mornington.*

Mr. Hay, midshipman, slightly wounded; Manuel Ferraro, able seaman, ditto; Mahomed Hussan, Sepoy, ditto; Skeik Rury Jhonny, Sepoy, ditto; Laigue Meter Shooty, Sepoy, ditto.

*Ternate.*

Mr. James William Guy, midshipman, slightly wounded.

*Nautilus.*

Mr. Thomas Smith, boatswain, slightly wounded.

*Fury.*

Ratumnaig Kynaig, Sepoy, dangerously wounded; Cornoul Rouel, Sepoy, ditto.

J. WAINWRIGHT,

Captain of his Majesty's Ship Chiffonne.

*Recapitulation.*

2 killed, 7 dangerously wounded, 3 severely ditto, 15 slightly ditto.—  
Total 27.



Although sorry to announce the following captures in India, we feel some degree of pride in being enabled, and we believe exclusively, (with the sole exception of that respectable evening print the *Pilot*) to lay before our readers the following details:—

N. B. EDMONSTONE, *Esq. Chief Secretary to Government, Calcutta.*

SIR,

It is with extreme concern I announce to you, for the information of the Right Honourable Lord Minto, governor-general in council, that the Honourable Company's ship *Streatham*, late under my command, was captured on the 31st of May last, by the *Caroline* French frigate, commanded by Monsieur Feretier, lieutenant de vaisseau.

Before I proceed to the detail of this unfortunate affair, it is necessary that I should go back to the 25th of May, the day on which the fleet parted company with his Majesty's ship *Victor*; the preceding night had been exceedingly dark and squally, attended with much rain, so that Captain



Stopford's light was seldom visible. At day-light, on the 25th, the Hon. Company's ships Streatham, Europe, Monarch, Lord Keith, and Earl Spencer, were all close together, but the Victor was not in sight. Knowing we were very near the Nicobar islands, and concluding that Captain Stopford had put about during the night, which the badness of the weather had prevented the fleet from observing; at seven in the morning I made the signal for wearing, and stood to the N.W. to enable us to weather the islands, directing a good look out to be kept for the Victor; shortly after, two sail were seen in the N.E. at a great distance, and I bore up in the Streatham in hopes of finding the commodore, but as they continued to stand on to the southward, without taking any notice of us, I concluded they were two of the country ships, that left Bengal in company with us, bound to the eastward; the weather becoming thick and squally, these ships were soon out of sight. Being the senior officer, I took charge of the fleet, agreeable to my instructions, and made sail close hauled to the N.W. judging that to be the most likely way to rejoin the Victor. May the 26th, early in the morning, Captain Hawes, of the Hon. Company's extra ship Monarch, communicated to me by telegraph, that his leak had increased to a most alarming extent, that the ship now made 26 inches of water per hour, and that he was desirous of making the best of his way to Prince of Wales Island, to get it stopped, but did not think it safe, considering the state his ship was in, to proceed alone. I immediately made the signal for commanders; Captains Gelston and Hawes came on board; Captains Campbell and Fleming were prevented attending, by illness.

After hearing Captain Hawes's statement of the condition his ship was in, Captain Gelston and myself were of opinion, that it was not safe for him to go alone; accordingly I wrote officially to Captain Heming, of the Hon. Company's extra ship Earl Spencer, directing him to accompany the Monarch to Prince of Wales island, and put himself under Captain Hawes's order; some time previous to this, it had been determined at a consultation of commanders held on board the Monarch, by order of Captain Stopford, that it was necessary she should put into Prince of Wales Island, to stop her leak, and Captain S. had signified his intention to see her in, when he should leave the fleet.

May 31.—Latitude 9 deg. 15 min. N. longitude 90 deg. 30 min. E. in company with the Hon. Company's ships Europe and Lord Keith, at day-light (half-past five) a strange sail was seen from the deck, bearing S. by W. we were then standing on a wind to S.S.E. on the star-board tack, the wind about S.W. by W. under double-reefed top-sails, the weather very squally, with a good deal of sea. I made the private signal to the stranger, whom I perceived to be a frigate, and as he did not answer it, I made the signal at 6 A.M. to our ships to clear for action, and a few minutes after to form the line-of-battle, shortening sail to the topsail and foresail for that purpose. I also directed the packets to be got to hand, to be destroyed in case of necessity. The stranger continued to approach us, and at half-past six, being close alongside, the Europe to windward, which was the sternmost ship in line, hoisted French colours, and fired his broadside into her. I hauled our foresail up instantly to support the Europe, and endeavored to bring some of our guns to bear on the frigate, but without effect, being so nearly in our wake; the Europe returned his fire very briskly, and the enemy, after engaging her for some time, passed a-head of the Europe, and ranging up on the lee-quarter of the Streatham within pistol-shot, commenced firing a little before 7 A.M. which was instantly returned, and the action continued without intermission till very near 8 o'clock, long before which time every carronade on the upper deck was dismounted on the side we engaged, and the ship from the effects of the enemy's fire

wholly unmanageable, every brace and bowline, halyards, sheets, &c. and most of the standing rigging, cut away, the lower masts badly wounded, several shot in the hull, and the sails rendered useless.

Our defence being confined to the gun-deck alone, I sent Mr. Maxwell, the chief officer, below to encourage the people at the guns, he returned shortly after to inform me that the Chinese and Portuguese, who were stationed on the gun-deck, could not by any exertion of the officers be kept to their quarters, deserting as fast as they were brought back, and that our firing was almost exclusively maintained by the Europeans, who had been quartered to the upper deck guns. I sent Mr. Maxwell below again to make another effort for the defence of the ship, and, at the same time, ordered the packets, &c. to be thrown overboard. Finding from Mr. Maxwell's report that all the efforts of the officers to keep the Chinese, &c. to stand at their quarters, were unavailing, and the enemy's fire continuing to be very destructive, the ships being so close, I consulted with Mr. Maxwell what was best to be done, and being of opinion that a longer resistance was hopeless, considering the condition of the ship, and only sacrificing the lives of the few Englishmen we had remaining; at 8 A.M. most reluctantly I ordered the colours to be struck. The Europe and Lord Keith also engaged the enemy while alongside the Streatham, but his whole attention was directed to us. The frigate mounts 46 guns, viz. 28 18-pounders on the main deck, 8 36-pound carronades, and 10 long 3-pounders on the quarter-deck and fore-castle, besides 20 swivels, carrying a 1-lb. ball, distributed in the tops and round the gunwales, with a complement of 400 men, all Europeans. She had only left the Sand heads a few days before our fleet sailed, after cruising there three weeks, during which he captured a small brig going to Madras, which sailed with his Majesty's ship Rattlesnake, and their water getting short, she put into the Car Nicobar island to fill up. While watering there, the Silenus, an American ship that sailed with us, appearing off the island, the frigate detained her, and obtained every information respecting the fleet, the force of the ships, convoy, &c. and sailed directly in quest of us, so that upon the first view of our ships, he knew immediately what we were.

It is with much pleasure I inform you, that I received every assistance during the action from Mr. Maxwell, chief officer, the rest of the officers conducted themselves to my entire satisfaction, and nothing could exceed the determined bravery of the few Englishmen I had on board, which enabled me to defend the ship so long against so very superior a force. I regret to say that three of them were killed and two wounded.

I also feel much indebted to Mr. Leathart and Lieutenant Goldfrap, of the Honourable Company's service, who, with two or three invalided soldiers, kept up a constant fire of musketry during the whole of the action.

The Europe was under the necessity of surrendering shortly after me, the particulars of which Captain Gelston will acquaint you with, he rendered every support to me that circumstances would admit of, and I am happy to find that he speaks in high commendation of his officers and ship's company. The disabled state of the Streatham and Europe, prevented the frigate from capturing the Lord Keith, which her very superior sailing would easily have enabled her to do, and being also favoured by its coming on thick weather with rain, Captain Campbell fortunately escaped. It occupied them nearly three days to put the ships in a condition to make sail, after which they resolved upon making for these islands, and arrived here on the 21st of July.

It is a justice due to Mr. Feretier, Captain of la Caroline, to say, that we have been treated by him and his officers with very great politeness

and attention; and the hospitality and kindness of the inhabitants of this place, towards us, have been unbounded.

Enclosed is an abstract of the Streatham's ship's company on the day of action. I have the honour to be, Sir,

Your most obedient humble servant,

JOHN DALE,

Late Commander H. C.'s ship Streatham.

*St. Paul's, Isle Bonaparte, September 4, 1809.*

*Streatham's Ship's Company.*

|                        |    |
|------------------------|----|
| British .....          | 44 |
| Foreigners .....       | 16 |
| Chinese .....          | 33 |
| Lascars .....          | 40 |
| Invalid Soldiers ..... | 4  |

Total 137

*To the Chief Secretary of Government, Fort William.*

SIR,

Captain Dale, the senior officer of the fleet, which left the Sand Heads on the 2d of May, will no doubt give you an account of its proceedings for the information of his lordship in council; it is for me only to give an account of the proceedings of the late Honourable Company's ship Europe, on the day we fell in with, and surrendered to the French national frigate, la Caroline, of 46 guns, and 400 men, Europeans, being then in company with the Honourable Company's ship Streatham, and extra ship Lord Keith.

On the 31st of May, at half-past five A.M. saw a strange sail to the S.W. standing to the N.W. in latitude about 9 deg. 30 min. N. and longitude 90 deg. 00 min. E. about seven miles distant.—We at first took her for his Majesty's ship Victor, our convoy, who had separated from us—but soon after perceived it was not, and her coming down to us before the wind, I called the hands to quarters, and cleared the ship for action.—The Streatham then made the private signal, which on her not answering, made the signal “To have ships particularly clear for action.”—At that time we were about a mile astern of the Streatham, blowing fresh, upon a wind carrying all possible sail to close with her. About a quarter past six, the frigate came abreast of our starboard quarter, near pistol-shot distance, hoisted her French colours, and fired a shot, and immediately on hoisting ours, a broadside, which we immediately returned. She kept abreast of us, at that distance, for near 40 minutes, keeping up a constant fire, which we did also, though latterly; the carronades on the quarter-deck were all dismounted, and the three foremost guns on the gun-deck reported to me unserviceable.

The frigate then passed ahead of us, crossed us, and gave us a raking broadside, and made for the Streatham; I persevered in carrying all possible sail in hopes of acting with the Streatham, though we were very much damaged both in sails and rigging. Our fore-top-sail-yard was in two, the jib and stay-sails in atoms.—two shot through the foremast. Four of the starboard, and two of the larboard fore shrouds gone, the top-gallant-sails, top-sails, braces, and bowlines, all almost useless. We got the yard tackles down, and got the sails to rights, as well as the time would allow, so as to endeavour to bring our larboard guns to bear, which as soon as we could we commenced again. Near eight o'clock, he wore



from the Streatham, gave a broadside in passing to the Lord Keith, and came round on our larboard quarter, backed his main yard, and continued firing at us for about ten minutes, during which time we returned it whenever a shot would tell, he then made sail and stood to the N.W. about twenty minutes after eight I hailed the Streatham, and Captain Dale told me, he was obliged to strike. The Lord Keith at this time had made all sail upon a wind, to the southward, in appearance not the least damaged. It struck me immediately that the only possible means we had now of escaping, and likewise the only means of assisting the Lord Keith of doing the same, was by keeping before the wind, and every exertion was made to repair our damage, and to set as much sail as our damaged state would admit; though at that time we had four feet water in the hold, and gaining on us fast.—At a quarter before nine, the frigate tacked and stood for the Streatham, to take possession of her; some time after I perceived her intention of following us; I then called a consultation of my officers, with the two senior merchants on board, Alexander Wright, Esq. and Cecil Smith, Esq. and Captain Beau, of his Majesty's 17th regiment, passengers, who all were unanimously of opinion, that any further resistance from our disabled state (and at that time six feet water) would be fruitless; I then ordered all packets and papers to be thrown overboard, and at ten o'clock, the frigate being near gun-shot, and the Lord Keith almost out of sight, to windward, I was under the painful necessity of ordering the colours to be struck, and I trust, Sir, his lordship in council will do me the honour to believe, that it was not before every exertion on our part was made for the defence of the ship, that the colours were struck to a force so greatly our superior, as our total number of British was only forty-one, Foreigners thirty-one, and Lascars fifty-six.

I have the pleasure to inform you, that Mr. Hardyman, chief officer, as well as Messrs. Jackson, Hall, Charetir, and Mills, did their duty in a most handsome manner. The petty officers and the Europeans did also behave with great courage; but as for the Lascars, they were only in the way.

I am sorry to add, we had two seamen killed, Thomas Roberts, and John Harmony, and one Lascar wounded.

I have the honour to be, Sir,

Your most obedient servant,

W. GELSTON,

Late Com. H. C.'s ship Europe.

*Isle of Bonaparte, September 5, 1809.*

*To Captain Feretier, commanding his Imperial and Royal Majesty's Ship  
la Caroline.*

SIR,

We, the undersigned late commanders of the Streatham and Europe East Indiamen, captured by the ship under your command, are happy to embrace the earliest opportunity of expressing the grateful sense they entertain of the very kind and humane treatment they have received at your hands, and of acknowledging how highly they feel obliged by the ready attention at all times manifested to render the situations of themselves, their officers and people, as comfortable and agreeable as a state of captivity would admit.

With sentiments of the highest respect and esteem, and with best wishes for the continuation of your health,

We have the honour, &c.

JOHN DALE.

WM. GELSTON.

*St. Paul, July 26, 1809.*

\* *Le Lieutenant de Vaisseau, Commandant la Frigate de la Majeste Imperiale et Royale la Caroline, a Messieurs les Capitaines John Dale et Gelson.*

MESSIEURS,

Je n'ai reçu qu'hier seulement la lettre que vous m'avez fait l'honneur de m'écrire le 26 de ce mois—Extremement sensible aux remerciemens que vous me faites, je suis aussi extremement content que l'évenement vous ait prouvé, que, si le Francois scait vaincre, il scait aussi ce qu'il doit d'egards a de braves ennemis.

Votre tres humble serviteur,

St. Paul, 29 Juillet, 1809.

FERETIER.

The Resolution, Captain Purefoy, was captured 19th November by the French frigate la Bellone, Captain Victor de Perry, in latitude 19 deg. 30 min. longitude 89 deg. 50 min. She mounted on her quarter deck eight 36-pound French carronades, and six long nine-pounders. On her fore-castle were six 32-pound English carronades, and on her gun-deck 28 long eighteen French pounders. The length of her keel is 176 feet. On the 2d of November, she had taken his Majesty's sloop Victor, Captain Stopford, of fifteen guns, after an action of thirty-five minutes, the reef buoy bearing at that time 30 miles N.N.W. She had all her running rigging cut to pieces, her main-mast wounded in two places, and her mizen-mast in three places, with fore-top-sail-yard shot away. In short you may guess the state she was in, as Captain Stopford began firing within pistol-shot, and even neared her, but finding he had the worst of it, he was determined to board, and had his men all ready, but the ship would not work, so he was under the painful necessity of striking. Fortunately he had but two men wounded. The action took place about 9 P.M.

On the 11th of November la Bellone captured an Arab, about eighteen hours from the Pilot, and sent her to the Mauritius. On the 22d fell in with the Portuguese frigate Minerva, mounting 52 guns. At 4 P.M. commenced action, and left off at ten minutes past five P.M. as the French officers told us to give their men their dinner, as they had the superiority of the action; but from what we saw in the cockpit we are convinced that the men would not stand to their quarters, and that spirits were given them to raise their courage; for about a quarter before five the sail-maker was brought down with his legs shot off, and about five men came down for wounds to be found out, but none were discovered; and at this time the officer commanding the gun-deck, as also the officer of marines were seen running about between decks, and forcing the men up to their quarters. They did not bring the Portuguese to action again until 11 A.M. next morning, when a smart firing commenced, and lasted for 55 minutes, at which time the Portuguese frigate struck her colours; she was only two days from the Pilot.

### Naval Courts Martial.

ON Saturday, June the 30th, a court martial was held on board the Echo, in the Downs, on Lieutenant Hunter, for drunkenness; for which the court sentenced him to be dismissed the sloop, put at the bottom of the list, and imprisoned for twelve months.

\* Monsieur Feretier was promoted by General De Caen to the rank of capitaine de frigate, as soon as the news of the capture reached the Isle of France.

On Friday, March 2d, 1810, a court martial was held on board his Majesty's ship *Raisonable*, in Table Bay, Cape of Good Hope, to inquire into the conduct of Captain J. C. Woolcombe, late commander of his Majesty's ship *Laurel*, and such of the officers and ship's company as were on board at the time she struck to the French National frigate *La Canonnière*.

Present—Captains Josias Rowley, Esq. President; John Hatley, Samuel Pym, Nesbit Josiah Willoughby, and the Hon. William Gordon.

The court came to the following resolutions:—That Captain J. C. Woolcombe throughout the said action, conducted himself in a most gallant manner, in defending his ship against an enemy of such superior force, and that he did not strike the *Laurel's* colours until all further resistance was ineffectual. The court do therefore adjudge, that Captain J. C. Woolcombe be honourably acquitted, and he is hereby acquitted accordingly; and the court is of opinion, that the officers and crew of the said ship *Laurel*, did their utmost to preserve the King's ship from the enemy, and do therefore adjudge, that they be honourably acquitted.

On Monday, June 11th, a court martial was held on board the *Salvador del Mundo*, in Hamoaze, for the trial of Mr. G. B. Ramsey, a Midshipman belonging to the *Crocus* brig of war, for deserting with a boat's crew when on duty. The charge was fully proved, and the court sentenced Mr. Ramsey to be imprisoned two years in the Marshalsea, to be mulct of all his pay, declared unworthy and incapable of ever serving as an officer in his Majesty's navy; and, at the expiration of his imprisonment, to serve before the mast.—Mr. Ramsey, while the *Crocus* was cruising off the Land's-End, was sent with a boat's crew to fetch sand to scrub the decks, when they drew the boat up on the beach and deserted.

John Barnes, a seaman, was tried for deserting with Mr. Ramsey, and for making use of mutinous expressions, when taken by the purser and first lieutenant. He was sentenced to receive 200 lashes.

Another court martial was held the same day on Joseph Dempsey, a marine of the *Medusa*, for desertion. He was sentenced to receive only 50 lashes on board his own ship, in consequence of his former good character.

The men belonging to the *Naiad* frigate, who were tried by court martial some time since, and sentenced to be hanged, for writing mutinous letters to the Admiralty, complaining of tyrannical treatment on the part of their captain, have all been pardoned: their reprieve was read to them, with an appropriate admonition from Captain Wolley,

John Smith, a seaman of the *Endymion*, has been tried by a court martial, for mutinous and riotous conduct—he was found guilty, and sentenced to receive 100 lashes.

### Promotions and Appointments.

#### Admirals and Captains appointed.

Rear-admiral Sir Richard Keats is appointed to command the naval forces employed for the defence of Cadiz.



His Majesty has been pleased to appoint Vice-admiral the Honourable Sir Alexander Forrester Cochrane, K.B. to be governor and commander-in-chief of the island of Guadaloupe and its dependencies.

Sir Edward Pellew has taken the command of the squadron off the Scheldt, in the room of Sir Richard Strachan.

Captain Edward Kittowe is appointed to the Milford, the flag-ship of Sir Richard Keats; — Hart to the Fox; — Dawson to the Piedmontaise, *vice* Foot; John Collins to the Latona, *armée en flûte*; J. S. Cowan to the Myrtle; — Serle, to the Hannibal, the flag-ship of Rear-admiral Sir Thomas Williams; G. M'Kenzie to the Undaunted; George Downie to the Royalist; H. Hopkins to the Helicon; the Hon. H. Duncan to the Imperieuse; D. M'Cleod to the impress service at Liverpool; — Granger to the Cæsar; C. Richardson to the Semiramis; — Poulden to be resident agent of transports at Lisbon; — Spicer to the impress service at Swansea; Keith Shepard to the impress service at Gravesend, in the room of Captain Mottley; — Bradley, to the impress service at Cowes; D. Ramsey, lately employed in the sea fensible service at Leith, to regulate the impress service at Leith, *vice* Captain James Nash; J. M. Lewis (lately in the sea fencibles at Pool) to be commissioner of the navy at Antigua, in the room of Captain Charles White; R. Williams to the Dictator; — Dunn to the Antelope.

The Hon. W. Gordon, and J. Maxwell, Esq. are made post; and M. B. Brady, Esq. is posted, and appointed to the Ruby.

Captain Moorsom, late a Lord of the Admiralty, is appointed Surveyor-general of the Ordnance.

Diggony Forrest, Esq. is appointed Secretary to Vice-admiral Sir Robert Calder, Commander-in-chief at Plymouth.

Mr. Store is appointed builder at Milford Haven, in the room of Monsieur Barrallier, removed from that situation. Mr. Jones, assistant to the master shipwright, at Sheerness, is appointed timber-master, at Chatham, in the room of Mr. Store; and Mr. Ward is appointed to Sheerness, instead of Mr. Jones.

John Bryan, Esq. Chief Clerk in the Victualling Department of Pursers' and Transports' Accounts, is superannuated, on account of ill health.

Mr. Savory is appointed to be purser to the Undaunted.

Vice-admiralty Court—Herbert Compton, Esq. King's Advocate, upon the resignation of Charles Marsh, Esq.—(*Madras Gov. Gaz. Feb. 8.*)

#### Lieutenants, &c. appointed.

Lieutenant Proctor, for his late gallant action in the Thistle schooner, with a Dutch National Corvette off New York, has been promoted to the rank of a commander.

Lieutenant H. Weir, from the Albion, is promoted to the rank of commander, and appointed to the Calypso.

Mr. C. Rich is promoted to the rank of lieutenant, and goes out as flag-lieutenant to Rear-admiral Boyles.

Lieutenant W. Hutchinson, has been appointed to command the Patriot, Emms, and Shade schuyts, which have been employed for some time under the immediate orders of Sir R. Strachan, for the protection of the trade in the rivers Elbe, Weser, and Ems.

Mr. R. Shannon has been promoted to the rank of lieutenant.

Lieutenant Allen is appointed to the Generous, prison-ship; J. Leach to the Arrow; — Lawcay to the Salvador del Mundo; G. Bowen to the Apollo; Richard Douglas to the Coquette; Griffith Bevan to the Leyden; Richard Pawle to the Achates; James Wemyss to the Christian VII; S. H. W. Howse to the Venerable; Edmund Chapman to the Echo; Thomas Dutton to the Gladiator; James Cairns to the Rolla; George E. Marshall to the Amelia; Richard Fegan to the Favorite; W. Finney to the Elizabeth; Michael Bell to the Latona; Thomas H. Warren to the Hope; Charles Pearson (1) to the Latona; Richard John Head to the Dreadnought; Edmund W. Gilbert ditto; Charles Butler to the Royal Sovereign; James Williams to the Royal William; James Fullson to the Namur; James Dixon to the Raven; Henry Harris to the Endymion; Richard Lockwood to the Regulus; George B. Lawrence to the Cadmus; John W. Pritchard to the Derwent; William H. Dixon to the Princess of Orange; George Heacock to the Roebuck; James Emerson to the Thisbe; John Finlayson to the Pelican; George H. Rye to the Audacious; Thomas Mansell to the Africaine; Joseph Judas to the Mercury; W. B. Dashwood to the Atlas; John Baldwin to the Astrea; Charles Boyer to the ditto; Charles Hole to the Christian VII; James Jenkins (2) to the Albacore; Thomas B. Bell to the Regulus; Christopher Tuthill to the Banterer; Jos. N. Taylor to the Goldfinch; Robson Cruse to the Savage; R. W. Graves to the Diadem; Rowland Milner to the ditto; Philip Percy to the Leyden; Henry D. Perrott to the ditto; John Pollard to the North Star; Isaac Harris to the ditto; F. A. H. Parker to the Rolla; Jon. Christian to the Salvador del Mundo; George Farder to the Africaine; Charles Miller to the Grasshopper; Robert Smith (4) to the Zenobia; Thomas Williamson to the Hebe; George Seward to the Diadem.

A list of midshipmen who have passed for Lieutenants in July.

*At Sheerness.*—H. Carmaham, M. Pain, F. Slade, Philip Delafon, Edward Andrews, John Hungerford.

*At Portsmouth.*—R. M. Kelly, W. Neale, John Mitchell, William Ferley, James Tatlock, William Hull, Charles Harris, F. W. Alexander, R. G. Dunlap, James Cotterell.

#### Surgeons, &c. appointed.

Mr. John Todd to the Latona; D. J. P. O'Bierne to the Implacable; Mr. John Osborne to the Calliope; James Campbell (2) to the Echo; James Campbell (3) to the Leyden; John Jeffcott to the San Damaro, prison-ship; David Aitken to the Hannibal; Alexander Stewart to the Crane; John Fisher (1) to the Fawn; Archibald Robertson (2) to the Persian; J. P. Christie to the Rinaldo; John Callan to the Foxhound; Stephen Sherlock to the Melpomene; John Howe to the Lightning.

#### Assistant-surgeons, &c. appointed.

Mr. A. N. Murray to the Hamadryad; William Davis to proceed to the Mediterranean; John Thomas to the Malabar, store-ship; H. W. Clemenger to proceed to the Mediterranean; Joseph Sutton ditto; Henderson Wightman to the Tagus; David Nichol to be hospital-mate at the Mill Prison hospital; John Aul to the L'Aigle; David Wyse to the Defiance; Matthew Capponi to the Hardy gun-brig; Robert Abbot to the Namur; A. T. Williams to the Steady gun-brig; David Wright to proceed to the Tagus; G. B. Squire, from the Mill Prison hospital to the Bellona; David Williams to the Hannibal; William Doran to the Trusty prison hospital ship; Thomas Moore to the Semiramis; S. J. Dickinson to the Hannibal; George Swann to proceed to the Mediterranean.

## BIRTHS.

Lately, at Stonehouse, near Plymouth, the lady of Major M'Cleverty, of the Royal Marines, of a son.

In June, at his house in Chester-street, Grosvenor-place, the lady of the Hon. W. H. Gardner, son of the late Admiral Lord Gardner, of a daughter.

July 2, in Tavistock-place, Bedford-square, the lady of Captain Charles Graham, of the William Pitt Indiaman, of a son.

July 4, the lady of Captain Master, R.N. Green-park Buildings, Bristol, of a son.

## MARRIAGES.

On the 10th of July, at Barking-church, Lieutenant Orkney, R.N. to Miss R. A. Mearns, of Seething-lane.

On the 21st of June, at Radipool, George Andrews, Esq. a Captain in his Majesty's Navy, to Miss Okeley, daughter of J. Okeley, Esq.

July 3, at St. Mary-le-bone Church, by the Bishop of Salisbury, the Honourable Samuel Hood, 2d son of Baron Hood, of Catherington, grandson of Admiral Lord Viscount Hood, Governor of Greenwich Hospital and Heir to the title and fortune of his great uncle Lord Bridport, to Lady Charlotte Nelson, only daughter of the Rev. Earl Nelson, and neice of the immortal Nelson.

Lately at Kye, in Lincolnshire, John Gardner, Esq. surgeon of the Naval Hospital at Gibraltar, to Miss Peacock, daughter of the late Anthony Peacock, Esq. of that place.

At Mary-le-bone, Captain Sherriff, R.N. to the eldest daughter of the late Honourable D. Murray, brother to Lord Elibank.

Lieutenant R. D. Pritchard, R.N. to Miss Davis, of Printing-house Square, only daughter of the late Mr. John Davis, of Binfield, Berks.

July 5, at Sevenoaks, Kent, Christopher Cooke, Esq. of Ash-grove, naval agent, to Mrs. Skyring, second daughter of Francis Motley Austen, Esq. of Kippington, in the same County.

On the 22d of April, at Malta, Mr. Henry Fletcher, secretary to the committee of British merchants, to Miss Catherine Williams, grand-daughter of the late Major-gen. Archer.

At Rowner, July 9, Lieutenant J. W. Pritchard, R.N. to Miss J. M. Appleby, of Soberton.

July 19, Captain Henry Lidgbird Ball, late of his Majesty's ship Gibraltar, to Anne Georgina Harriette, eldest daughter of General Johnson, late of the Hon. East India company's service.

Captain Chetham, of his Majesty's ship Leyden, to Miss Dean, youngest daughter of the late Peter Deau, Esq. of the Bahama Islands.

At Little Hampton, the 18th July, Captain Farrington, of the Royal Artillery, to Jane, daughter of the late Roger Curry, surgeon, Royal Navy.

24th July, J. F. Ruttenbury, Esq. of Gray's-Inn, to Anne Maria, only daughter of Captain H. L. Ball, R.N.

At Madras, on the 23d of October last, the Honourable J. E. Elliott, 3d son of the Right Honourable Lord Minto, Governor general of India,



and brother of Captain George Elliott, R.N. to Miss Amelia Cassamajor, 3d daughter of J. H. Cassamajor, member of council of the presidency of Fort St. George.

At Bombay, on the 9th December, 1809, Thomas Graham, Esq. captain in his Majesty's Royal Navy, to Maria Dundas, eldest daughter of George Dundas, Esq. of the Royal Navy, his Majesty's commissioner at Bombay.

At Bengal, on the 9th December, T. H. Harris, Esq. commander of the Hon. Company's ship *Retreat*, to Miss Eliza Reade, daughter of Lieutenant-colonel John Reade.

At Colombo, Thomas Eden, Esq. of his Majesty's Ceylon Civil Service, to Miss Frances E. Rodney, daughter of the Honourable Captain John Rodney, R.N.

### OBITUARY.

At Bengal, on the 21st of September, 1809, in the 86th year of his age, Cudbert Thornhill, Esq. late master-attendant of the port of Calcutta, and one of the oldest European inhabitants of Bengal. He was resident in India, some time before the taking of Calcutta by Surajah Dowlah in 1756. He was present during the greater part of that unfortunate scene:—with several other Europeans he sought shelter in the English shipping, then at Fulta; and thus fortunately escaped the dreadful catastrophe of the black hole. Captain Thornhill had traded to almost every part of India; and at Judda, a port in the Red Sea, he became acquainted with Mr. Bruce, the celebrated Abyssinian traveller, by whom he is honourably mentioned in his works. He was nominated master-attendant in 1785, and held that appointment till April, 1809. His remains were attended to the grave, by a crowd of respectable mourners, relations, friends, and acquaintances of the deceased. The whole of the marine establishment attended the funeral, which was conducted with great decorum and good order. The coffin was borne by eight fore-mast men, dressed in white, and the pall was held by the master-attendant, by his assistants, and by the senior branch pilots present.—The following is an extract from the order issued by the present master-attendant on the solemn occasion.

*“ Master-attendant's Office, 22d September, 1809.*

#### *“ ORDER ISSUED BY THE MASTER-ATTENDANT.*

“ 1. The deputy master-attendant, assistants, branch pilots, and other officers at present in town, are to attend at Mr. secretary Thornhill's house, precisely at six o'clock this evening, from whence the body of his revered parent, the former master-attendant, will be removed to the place of interment.

“ 2. A party of officers and men, consisting of sixteen, to attend the corps as pall-bearers, and dressed in uniform appropriate to the occasion.

“ 3. The colours of all the Honourable Company's vessels in the harbour of Calcutta, to be lowered half mast, at five o'clock, and to continue so until sunset.

*“ JOHN HAYES.”*

All the ships and vessels in the harbour, both Foreign and British, joined the Honourable Company's marine vessels in lowering their colours half-mast, in token of respect to the memory of the deceased.

At Jessore, Edmund Parker, Esq. collector of that district, son of Sir Harry Parker, Bart. and nephew to the late gallant Admiral Sir Hyde Parker, who commanded the British fleet in the action with the Dutch, off the Dogger Bank.

At Sangor, on the 7th of December, universally regretted and esteemed as a humane, just, and worthy young man, in the prime of health, aged 24, Mr. John Walker, second officer of the Honourable Company's ship Lord Castlereagh, whose premature death was occasioned by the upsetting of a boat, alongside the Honourable Company's ship Walthamstow.—To those who knew the deceased, it is needless for the writer (who has been his shipmate these four years past) to expatiate on his manly character, to those who had not that pleasure. In attributing to his lamented friend the character he has, he feels conscious of his inability to express his worth in stronger terms without the appearance of panegyric.

At Bengal, Captain Samuel Gourley, of the ship Troubridge, aged 32.

Also, at Bengal, Captain John Wales, of the Honourable Company's marine Bombay establishment, and surveyor-general of India. Captain Wales returned to Europe three or four years ago, in command of the Teignmouth cruiser. He was appointed by the Honourable the Court of Directors, marine surveyor-general of India, an appointment to which he was justly recommended, by his talents and professional attainments. He left England with the May fleet, in 1809, and subsequently arrived in Bengal. Having made his arrangements for an accurate survey of the river Hoogly from Calcutta to its *embouchure*; he proceeded with two pilot schooners, which had been equipped for the purpose. He was zealously engaged in this survey, and had got as far as Willoobanah, when his health, which had been long in a declining state, suddenly gave way. In private life he was amiable and benevolent: in his death the public service has lost an able, an intelligent, and scientific officer.

Lately, in the West-Indies, Lieutenant William Jackson, of the Royal Navy.

Lately, at Cheltenham, Lieutenant Colonel Berkeley, of the Royal Marines, universally and deservedly lamented.

On the 30th of June, at South Sea Common, of an apoplectic fit, Lieutenant Valence Comyns, 1st Lieutenant of the Royal William, aged 45.

At Messina, in Sicily, in May last, Mr. Robert William Bishop, aged 19, late Midshipman of the Spartan, and 2d son of C. Bishop, Esq. of Doctors-Commons.

On the 7th July, Lieutenant William Furneal, R.N.

On Monday, 9th of July, at Haslar, near Gosport, in the 16th year of his age, James Barclay M'Leay, second son of Alexander M'Leay, Esq. secretary of the transport board.

On the 12th July, Lieutenant William Nowell, of the R.N. and commander of Peak-Hill signal station.

At Exeter, July 7, Captain Loftus Otway Bland, R.N. aged 39.

On the 7th of July, Elizabeth Anne, the infant daughter of Captain Butterfield, R.N.

Lately, at Portsea, Mr. Martin, who was gunner of Lord Howe's ship (the Queen Charlotte) on the 1st of June. He was promoted to another branch of the service for his good conduct on that memorable day.

On Monday, July 2, at Portsmouth, much regretted, Major Patten, of the royal marine forces, who had retired upon full pay on account of his services. He was 60 years of age, 40 of which were employed in the service of his country, principally in the West Indies.

On the 16th of June, at his sister's house, Tottenham, Mr. William Drake, in his 45th year, late purser of his Majesty's ship *Centaur*; and on the Friday following, at the same place, Mr. Thomas Drake, in his 59th year, of Meyton Hall, in Norfolk, who, on a journey to the coast, to meet his sick brother, was attacked by a malady, which terminated his existence.

At Gibraltar, on the 28th of May, Mr. C. Greetham, Midshipman of his Majesty's ship *Volontaire*, son of Mr. Greetham, of the Customs, Portsmouth.

At Stonehouse, after a long and painful illness, which she bore with christian-like fortitude, Mrs. Ann Bluett, relict of the late Lieutenant John Bluett, and mother of Captain Bluett, of his Majesty's sloop *Saracen*.

June 23, after a long illness, sincerely regretted by his numerous friends, Mr. B. Trickey, purser in his Majesty's navy.

In Trafalgar-place, Lieutenant Flynn, R.N.

July 10, at Gosport, Lieutenant Cornelius Willes, Royal Navy, aged 22. This excellent, and much-lamented young officer, broke a blood-vessel about two years since, on board the *Grasshopper*, during a gallant action with the enemy, which brought on a decline, and ultimately caused his death. He was brother to Captain Willes, who, as first Lieutenant of the *Spartan*, has lately distinguished himself as a brave and excellent officer.

At Edinburgh, June 30, Mr. George Michie, surgeon, R.N.

On the 2d of June, at the Manse of Largo, in the prime and vigour of life, Lieutenant John Oliphant, of the Royal Navy.

Lately, at Walworth, Mrs. M. H. Lee, relict of Captain Lee, R.N.

July 22, at Chelsea, Captain John Wainwright, senior, R.N. in his 77th year. He was made post on the 29th of April, 1802.

Lately, at his seat, Formosa, Berks, Sir George Young, Knight, admiral of the white squadron, aged 78. He was made post on the 7th of November, 1777; Rear-admiral on the 23d of October, 1794; Vice-admiral on the 14th of February, 1799; and Admiral on the 23d of April, 1804.—He was of Boscawen's school, and during an honourably spent life, performed some very brilliant things in general, as well as in single actions, both at home and abroad, which his intimate friends, the immortal Nelson, and the late Captain E. Thompson, have so often witnessed. But having been either confined by tormenting gout, or bed-ridden for many years past, his king and country have unfortunately been deprived of his services. His only surviving son, Mr. S. Young, inherits all his estates in Berkshire and Surrey, together with his funded property. Lady Young is to have his town house in Great Russell-street, Bloomsbury, additional to her ladyship's dowry. Among different legacies to other relatives and friends, he has willed a handsome one to Admiral Sir Thomas Boulden Thompson.

In March last died, on board his Majesty's ship *Pompée*, at Guadaloupe, in the 20th year of his age, Mr. William Ingle, master's mate of that ship, and second son of John Ingle, Esq. of Cambridge.



MEMOIR OF THE PUBLIC SERVICES  
OF THE LATE  
SIR JOSHUA ROWLEY, BART.

VICE-ADMIRAL OF THE WHITE SQUADRON.

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" ————— It was thine,  
Calmly to brave the fiery storm of war,  
Thy country's rights defend, and add fresh lustre  
To thy Sovereign's reign."

**T**HE late Sir Joshua Rowley, Bart. father of Bartholomew Samuel Rowley, Esq. admiral of the blue squadron,\* and of Captain Charles Rowley,† was the second son of Sir William Rowley, K. B. admiral of the fleet; a memoir of whose services, accompanied by a portrait, has already appeared in the *NAVAL CHRONICLE*.‡

Joshua, the subject of the present sketch, was born in the month of May, 1734; and, according to Charnock, he obtained a lieutenant's commission as early as the 2d of July, 1747. His early services, like those of his father, are but little known. His promotion, however, must have been rapid; as he was made post in the *Rye*, a 20-gun ship, on the 4th of December, 1753, before he was twenty years of age.

Remaining only a short time in the *Rye*, Captain Rowley, in the beginning of the year 1755, commanded the *Ambuscade*, of 40 guns; one of the ships commissioned at Portsmouth, in consequence of an expected rupture with France. About the month of January, 1756, he was appointed to the *Hampshire*, of 50 guns, in which he continued till October, 1757, when he was removed

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\* This gentleman, the second son of Sir Joshua, obtained post rank on the 31st of January, 1781; was made a rear-admiral on the 14th of February, 1799; a vice-admiral, on the 9th of November, 1805; and an admiral (of the blue) on the 31st of July, 1810.

† Captain Charles Rowley, the fourth son of Sir Joshua, was made post on the 1st of August, 1795.

‡ Vol. XXII. page 441.

into the Montague, a new ship of 60 guns, then recently launched.

As soon as the Montague was ready for sea, Captain Rowley was ordered to the Mediterranean, to join Admiral Osborne, who was employed in blockading a French squadron, under M. de la Clue, which had taken shelter in the harbour of Carthage. Receiving information, that a small detachment, consisting of three ships of two decks, and a frigate, were on the point of sailing from Toulon, under the Marquis du Quesne, in the hope of joining M. de la Clue, Admiral Osborne made the necessary arrangements, to prevent the intended junction. He accordingly fell in with Du Quesne's squadron, on the 28th of February (1758); when two of them, the Foudroyant, of 80 guns, and the Orphée, of 64, were pursued and captured; the Oriflamme, of 50 guns, was driven on shore, under the castle of Aiglos, on the coast of Spain, by the Montague and the Monarch (Captains Rowley and Montague); the Pleiade frigate alone effecting her escape, by outsailing her pursuers.

Of this action, which, as Campbell observes, "is one of the most glorious in the naval history of Britain," and "must ever remain an incontestible proof of our naval superiority," Admiral Osborne gave the following official account:—

"On the 28th of last month, between Cape de Gatt and Carthage, I fell in with M. du Quesne, in the Foudroyant, of 80, the Orpheus, of 64, the Oriflamme, of 50, and the Pleiade, of 24 guns, which were the four ships sent from Toulon to reinforce M. de la Clue at Carthage. On their seeing my squadron they immediately dispersed, and steered different courses; on which I detached ships after each of them, whilst, with the body of my squadron, I stood off the bay of Carthage to watch their squadron there; and about seven in the evening, Captain Storr, in the Revenge, of 64, supported by Captain Hughs, in the Berwick, of 68, and Captain Evans, in the Preston, of 50 guns, took the Orpheus, commanded by M. de Herville, with five hundred and two men. Captain Gardiner, in the Monmouth, of 64, supported by Captain Stanhope, in the Swiftsure, of 70, and Captain Harvey, in the Hampton Court, of 64 guns, about one in the morning took the Foudroyant, on board of which was the Marquis du Quesne, chef d'escadre, with eight hundred men. Captain Rowley, in the Montague, of 60, and Captain Montague, in the Monarch, of 74 guns, ran the Oriflamme on shore, under the castle of Aiglos; and had it not been for violating the neutrality of the coast of Spain, they would have entirely destroyed her. The Pleiade, of 24 guns, got away by mere out sailing our ships,

" In this action we have had the great misfortune to lose Captain Gardiner ; and Captain Storr has lost the calf of one of his legs. And on this occasion I should do the officers and seamen great injustice, if I did not mention to their lordships their very alert, gallant, and brave behaviour : and I must in a very particular manner, recommend Lieutenant Carkett, of the Monmouth, for his bravery, after his captain's death, in engaging and disabling the Foudroyant, in such a manner as to oblige her to strike as soon as the other ships came up, and whom I propose to give the command of the Foudroyant to, as a reward for his conduct."\*

Captain Rowley returned to England, with the Montague, soon after this engagement, and was employed, during the summer, in the squadron under the command of Lord Howe ; who, as will be seen, by referring to our memoirs of his lordship, † was constantly

\* The fatigues of this service appear to have incapacitated Admiral Osborne for farther professional duty ; and, as will be seen by the following extract from a private letter, written by an officer belonging to his squadron, on the 31st of March following, he resigned the command to Sir Charles Saunders :—\*

" I must now lament the condition of that excellent, brave, and able officer, Mr. Osborne. He came in here yesterday, but the weather is too bad to permit his being landed yet. A fortnight since, he lost, suddenly, the use of one eye ; and, three days ago, was struck on one side dead with the palsy. His senses are clear and entire yet ; but they do not expect he can live above two days. As he is not landed yet, his flag is not struck, though he has resigned the command to Mr. Saunders, who is with the fleet expecting the French at the back of the hill. The fatigues and anxiety the poor gentleman underwent, the loss of rest for so many nights, and grief for Gardiner's fate, (for he burst into tears when he heard it) were too much for his years and delicacy of constitution. No man can die more sincerely and justly lamented."

Admiral Osborne, however, survived the immediately-apprehended effect of this violent attack, and lived till the 4th of February, 1771, but never accepted of any subsequent command. On his return, he received the thanks of Parliament ; and, on the 4th of January, 1763, on the death of Lord Anson, he was appointed his successor, as vice-admiral of England, and admiral of the white squadron. The former appointment he resigned, in 1765, and had a pension granted him on the Irish establishment, of 1,200*l. per annum*, which he enjoyed till his death.

† *Vide* NAVAL CHRONICLE, Vol. I, page 11, *et seq.*

\* A portrait and memoir of this officer will be found in the VIIIth Volume of the NAVAL CHRONICLE, page 1.



engaged, during that period, in a variety of desultory expeditions on the French coast.—In the unfortunate affair at St. Cas, in the month of September, Captain Rowley commanded one of the divisions of flat-bottomed boats, employed in reembarking the troops; and, exerting himself greatly, in conjunction with the Captains, Maplesden, Paston, and Elphinstone, he was wounded, and, with his colleagues, taken prisoner. The spirited conduct of these gentlemen drew forth the approbation of Commodore Howe, in the following terms :—" My own observations of the very resolute behaviour of those captains, and of Captain Duff [who directed the embarkation] being confirmed by the report of the land officers concerned in that service, I cannot omit this notice of it."

Captain Rowley was not long a prisoner; and, when exchanged, he was reinstated in the command of the *Montague*, and, during the ensuing year (1759\*) employed in the Channel fleet, under Sir Edward Hawke. He was consequently present at the memorable defeat of *Conflans*, in the month of November; and was "one of those commanders who, by being fortunate enough to get early into action, personally and eminently contributed to that glorious event." †

During a part of the year 1760, Captain Rowley was employed on the *Jamaica* station; and, towards its close, he was removed from the *Montague*, into the *Superbe*, of 74 guns.

In March, 1761, he was ordered, in company with Captain Swanton, in the *Vanguard*, to escort the outward-bound East India fleet, to a certain latitude; after which, for the remainder of that year, he was uninterestingly employed on the home station.

In May, 1762, accompanied by the *Gosport*, of 44 guns, Captain Jervis, and the *Danae*, of 38 guns, Captain H. Martin, he

\* It was on the 18th of March, in this year, that Captain Rowley united himself, by marriage, with Sarah, the only surviving child of Bartholomew Burton, Esq. Deputy Governor of the Bank.

† For a variety of interesting information, respecting this engagement, see the memoirs of the following officers, in the *NAVAL CHRONICLE*:—Lord Howe, Vol. I. page 14; Lord Keppel, Vol. VII. page 285; Lord Hawke, Vol. VII. page 462; and Sir Charles Hardy, Vol. XIX. page 103.

undertook the escort of the American, and of the East and West India convoys; and, on the 11th of that month, he fell in with the following squadron of M. de Ternay, which had slipped out of Brest, in a thick fog, with 1,500 troops on board, destined for the attack of Newfoundland:—

| <i>Ships.</i>      | <i>Guns.</i> | <i>Commanders.</i> |
|--------------------|--------------|--------------------|
| Le Robuste.....    | 74           | M. de Ternay.      |
| L'Eveill6.....     | 64           | _____              |
| La Garonne .....   | 44           | _____              |
| La Licorne .....   | 32           | _____              |
| _____ (bomb ketch) |              | _____              |

Notwithstanding this disparity of force, Captain Rowley, in the double hope of protecting his charge, and of defeating the enemy, brought to, in order of battle. De Ternay, however, no sooner perceived this resolution, than he hauled his wind, and crowded all the sail that he could carry, with the view of making his escape. This, Captain Rowley was unable to prevent; partly, from the inferior sailing of his ships—a prevalent defect at that time in the British navy—and partly from the attention which it was indispensably necessary for him to pay to the mercantile fleets under his convoy. So highly, however, was his conduct approved, by the East India Company, and by the London West India merchants, that they presented him with a handsome silver epergne and dish.

Captain Rowley continued in the *Superbe* till after the termination of the war, in 1763; but, from that period, till the year 1778, he is not known to have enjoyed any command.

In 1778, he commanded the *Monarch*, of 74 guns, in the Mediterranean. With the precise nature of the service which he was employed on we are unacquainted; but, according to the following anecdote, which, we believe, may be considered as a fact, he experienced a very gross insult from the Spaniards, resulting, there is little reason to doubt, from the influence of French politics over the court of Spain:

“As soon, it is said, as Captain Rowley had cast anchor in the road or harbour of Cadiz, two Spanish men of war, of the line, came instantly and lay, one at the head and the other at the stern of the *Monarch*. As the English and Spanish nations were at peace, Captain Rowley could take no

notice of this strange behaviour, but demanded the usual protection of the place. He was told, that if he wanted any provisions, water, &c. he should have them, but that he must not offer to go on shore, nor any of his people. He desired to see Mr. Hardy, the British consul, who was allowed to go on board the *Monarch*. By his assistance he gave the English merchant ships notice to come away under his convoy, which they did, and he arrived with them safe at Portsmouth. While he was at Cadiz harbour, the American privateer, the *Revenge*, Captain Cunningham, came in from a cruise, and was saluted by the four Spanish admirals, whose flags were flying. Captain Cunningham hoisted out his boat under Captain Rowley's nose, and went ashore much caressed."

In the course of this year (1778) Captain Rowley was appointed to be one of the colonels of marines. After his return to England, as above stated, he was employed on the home station, under Admiral Keppel; and, in the memorable, but unsatisfactory encounter with the French squadron, under the Comte d'Orvilliers, on the 27th of July,\* he led the van division, on the starboard tack. His ship (the *Monarch*) had two men killed, and nine wounded, on this occasion.

Towards the close of the year 1778, Captain Rowley was removed into the *Suffolk*, of 74 guns; and, with the rank of commodore, he was ordered to the West Indies, with the following squadron, to reinforce Admiral Byron:—

| <i>Ships.</i>           | <i>Guns.</i> | <i>Commanders.</i>                                 |
|-------------------------|--------------|----------------------------------------------------|
| <i>Suffolk</i> .....    | 74           | { Commodore J. Rowley.<br>Captain H. C. Christian. |
| <i>Magnificent</i> .... | 74           | ——— John Elphinstone.                              |
| <i>Yarmouth</i> .....   | 70           | ——— H. Vincent.                                    |
| <i>America</i> .....    | 64           | ——— Charles Thompson.                              |
| <i>Lion</i> .....       | 64           | ——— Hon. W. Cornwallis.                            |
| <i>Vigilant</i> .....   | 64           | ——— Sir Digby Dent.                                |
| <i>Medway</i> .....     | 60           | ——— W. Affleck.                                    |
| <i>Janus</i> .....      | 44           | ——— ——— Glover.                                    |
| <i>Resource</i> .....   | 28           | ——— ——— ———.                                       |
| <i>Proserpine</i> ..... | 28           | ——— John Byron.                                    |

Commodore Rowley sailed from Spithead on the 25th of December; but, as he had upwards of 200 sail of merchantmen under his protection, destined for America and the East and West Indies,

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\* *Vide NAVAL CHRONICLE*, Vol. VII. page 296, *et seq.*



it was found expedient to send Lord Shuldhham with him, with ten more ships of the line, to a certain latitude.\*

The Commodore effected his junction with Admiral Byron in safety; and, on the 19th of March following (1779) he was promoted to the rank of rear-admiral of the blue squadron. He was present at the engagement with the Comte d'Estaing, on the 6th of July; and, according to Admiral Byron's original distribution of his force, he was appointed to cover and protect the transports with his own ship, the Suffolk, the Vigilant, and the Monmouth; but the French fleet being afterwards found of greater force than had been apprehended, Rear-admiral Rowley was ordered, by signal, to quit his convoy, and to take his station in the line, which was that of leading the van division. In the action, which was but of short duration, the Suffolk had seven men killed, and twenty-five wounded.†

Shortly after the engagement with d'Estaing, Admiral Byron returned to England; leaving the chief command to Rear-admiral Parker, under whose orders Rear-admiral Rowley remained.

By referring to our memoir of Sir H. C. Christian, who, at this time, was captain of the Suffolk, it will be seen, that, towards the latter end of the year (1779) intelligence having been received at St. Lucia, that three large ships had been seen from the Morne, steering to the northward, the commander-in-chief detached Rear-admiral Rowley, with the Suffolk, Magnificent, Vengeance, and Stirling Castle, in pursuit of them; and that, after a chase of several hours, they were all captured, and added to the British navy. They were, *la Fortunée*, of 42 guns, and 247 men; *la Blanche*, of 36 guns, and 212 men; and the *Ellis*, of 28 guns, and 68 men.‡ About the same time (December 18) the rear-admiral assisted in the destruction and capture of a large French convoy, from Marseilles, off Martinique.§

\* *Vide* memoir of Lord Shuldhham, NAVAL CHRONICLE, Vol. XXIII. page 446.

† For the details of this engagement, *vide* NAVAL CHRONICLE, Vol. IV. page 186; Vol. VII. page 10; Vol. VIII. page 189; Vol. XX. page 341; and Vol. XXI. page 178.

‡ *Vide* NAVAL CHRONICLE, Vol. XXI. page 179. Also, Vol. XX. page 342.

§ *Ibid.*

In March, 1780, Sir George Rodney assumed the chief command, on the West India station ; \* and, under that commander, in the encounter with De Guichen, on the 17th of April, † Rear-admiral Rowley bore a very distinguished share ; his ship, the *Conqueror*, into which he had removed his flag, sustaining a heavier loss, in killed and wounded, than any in the fleet, the *Sandwich*, *Cornwall*, and *Trident*, excepted. ‡

In the skirmish which ensued, on the 15th of May, the rear-admiral again distinguished himself, as well by his gallantry, as by the injury which his ship sustained ; § circumstances which were particularly noticed by the commander-in-chief, in his official despatches. On the 19th, also, his accustomed bravery and skill were advantageously displayed. ||

On the 12th of July, Commodore Walsingham arrived at St. Lucia, with a convoy from England ; and, as the island of Jamaica was at that time thought to be in considerable danger, from the formidable naval force which the Spaniards had assembled at the Havanna, Sir George Rodney availed himself of the circumstance, by detaching Rear-admiral Rowley, and the commodore, with the following squadron, to reinforce Sir Peter Parker, ¶ at Jamaica, and thereby to insure the safety of that island :—

| <i>Ships.</i>          | <i>Guns.</i> | <i>Commanders.</i>                                                       |
|------------------------|--------------|--------------------------------------------------------------------------|
| <i>Conqueror</i> ..... | 74           | { Joshua Rowley, Esq. rear-admiral<br>of the blue.<br>Captain G. Watson. |
| <i>Thunderer</i> ..... | 74           |                                                                          |
|                        |              | —— Walsingham.                                                           |

\* *Vide* NAVAL CHRONICLE, Vol. I. page 376.

† *Ibid.* page 377.

‡ The numbers killed and wounded in these ships were as follow:—

|                      | <i>Killed.</i> | <i>Wounded.</i> |
|----------------------|----------------|-----------------|
| <i>Sandwich</i> .... | 18             | 51              |
| <i>Cornwall</i> .... | 21             | 49              |
| <i>Conqueror</i> ..  | 13             | 36              |
| <i>Trident</i> ....  | 14             | 26              |

§ On this occasion, the *Conqueror* had two men killed, and thirteen wounded.

|| The *Conqueror* then had three men killed, and twenty wounded.

¶ A portrait and memoir of this respected veteran, will be found in the XIIth Volume of the NAVAL CHRONICLE, page 169.

| <i>Ships.</i>        | <i>Guns.</i> | <i>Commanders.</i>   |
|----------------------|--------------|----------------------|
| Elizabeth.....       | 74           | Captain Maitland.    |
| Berwick .....        | 74           | ——— K. Stewart.      |
| Sultan .....         | 74           | ——— A. Gardner.      |
| Grafton .....        | 74           | ——— C. Collingwood.  |
| Trident .....        | 64           | ——— A. J. P. Molloy. |
| Magnificent .....    | 74           | ——— Elphinstone.     |
| Stirling Castle .... | 64           | ——— Carket.          |

This squadron arrived at Jamaica on the 1st of August; and, on the 28th of September following, its commander was made rear-admiral of the red.

At the latter end of September, he sailed from Port Royal, with the trade for Europe; but, unfortunately, he was overtaken by the dreadful hurricane, which visited the West India Islands, on the 2d of October, and he was obliged to return, with five of his ships dismasted, and in a most shattered condition. The Thunderer foundered, with all her crew; the Stirling Castle was totally lost on the Silver Keys, near Hispaniola, and only 50 of her crew saved; several other ships of war were also lost; and the Phoenix, Deal Castle, and Endeavour brig, went on shore, on different parts of the coast.

Admiral Rowley remained at Jamaica till the peace of 1783; but, without any farther opportunity of distinguishing himself; although, during a part of the time, subsequently to the departure of Sir Peter Parker for England, in the summer of 1782, and the return of Admiral Pigot to the Leeward Islands, with the main fleet, in the ensuing autumn, he enjoyed the post of commander-in-chief. After the arrival of Sir George Rodney at Jamaica, in 1782, Admiral Rowley, who had his flag on-board the London, was stationed, though merely *pro formâ*, to command the van division of the fleet, being the officer next in rank to Sir George.

In 1783, Admiral Rowley returned to England. He never accepted of any farther command; but, as an honorary reward for his past services, his Majesty, on the 10th of June, 1786, was pleased to confer upon him the dignity of a Baronet of Great Britain. On the 24th of September, 1787, he was promoted to the rank of vice-admiral of the white squadron, the highest he ever lived to attain.



Sir Joshua Rowley died at his seat of Tendering Hall, in the county of Suffolk, on the 26th of February, 1790.

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HERALDIC PARTICULARS.

Sir Joshua Rowley's mother died, early in the year 1784; and his youngest son, George, in the month of January, 1785. His second daughter, Sarah, married, in March, 1787, W. Martin, of Horsley Park, Essex, Esq.; and another daughter married, in September, 1790, Peter Godfrey, Esq. of Woodford, in the same county.—For the armorial bearings, and other heraldic particulars of the Rowley family, vide NAVAL CHRONICLE, Vol. XXII. page 452.

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NAVAL ANECDOTES,  
COMMERCIAL HINTS, RECOLLECTIONS, &c.

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NANTES IN GURGITE VASTO.

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ROYAL NAVAL COLLEGE, AT PORTSMOUTH.

**A**N improved Mode of Naval Education, at the Royal Naval College, Portsmouth, has been thus announced :—

*Navy Office, June 25, 1810.*

The principal Officers and Commissioners of his Majesty's Navy hereby give notice, that a Plan of Education has been established at the Royal Naval College at his Majesty's Dock-yard at Portsmouth, for a superior class of apprentices to shipwrights.

That the number of students in the superior class of shipwrights' apprentices shall, in the first instance, be limited to twelve, but will gradually be increased to twenty-five. The period of apprenticeship shall be seven years; but for a student who may have previously served in the inferior class of apprentices in his Majesty's yards for the space of two years, it shall be only six years; and only five years for a student who may have previously served in the said class for the space of three years.

An instructor in the theory of naval architecture will be added to the present establishment of the Royal Naval College, to assist particularly in the instruction of this class of apprentices.

The candidates for admission must produce certificates from two respectable physicians, or surgeons, that they are of sound health and constitution, and likewise proof from the register of the parish in which they were born, of their being at least fifteen, and not more than seventeen years of age, excepting candidates from among the shipwrights' apprentices of the yard, who may be admitted if they shall not have served more than

three years of their time. Candidates shall be examined on the first Wednesday in November in each year, by the professor of the Royal Naval College, assisted by the instructor in the theory of naval architecture, in the presence of the commissioner of the yard, the lieutenant-governor of the college, and master shipwright, who shall jointly report the result of the examination to the Lords Commissioners of the Admiralty, carefully inserting the names of the candidates in succession, according to their respective merits.

The following shall be the subjects of examination, with which every successful candidate must be perfectly acquainted :—

1st. Reading English, and writing it with facility from dictation.

2d. The first four rules of arithmetic, and the rule of three in whole numbers, and also in vulgar and decimal fractions.

3d. The first three books of Euclid's Elements, by R. Simson, with the exception of propositions 42, 44, 45, book I; and of propositions 8, 9, 10, 11, 14, book II. In this part of the examinations, besides giving the most precise demonstrations, the candidates will be expected to make the constructions in a practical manner, with compasses and a ruler.

4th. The French language, a knowledge of which, although not absolutely required in the candidates who may present themselves at the first examination which is to be held, will, nevertheless, give a preference to those who are in all other respects equally qualified : at all subsequent examinations, however, the candidates will be required to read and translate French with facility.

After admission into the superior class, the apprentices shall attend at the Royal Naval College three or four hours on the mornings of every day in the week, except Sunday and the established holidays; where they shall be instructed in such parts of the following subjects as shall appear to the professor of the college to be best adapted to the object of the establishment, viz. the formation of able and useful ship-builders :—

|                     |                        |
|---------------------|------------------------|
| Geometry,           | Fluxions,              |
| Algebra,            | Theory of Naval Archi- |
| Plane Trigonometry, | tecture,               |
| Mechanics,          | Drawing,               |
| Hydrostatics.       | The French Language.   |

On Mondays, Tuesdays, and Wednesdays, the apprentices shall be employed at the college during the hours above-mentioned, in the study of mathematics, under the professor or the instructor; on Thursday and Friday mornings, in drawing, under the drawing master; the art of perspective being most particularly applied in drawing the different parts of a ship: and the morning of Saturday shall be appropriated to the study of such books and exercises in the French language, under the French master, as may perfect them therein, and at the same time advance their professional knowledge. This division of time allotted for their studies, is, however, to be subject to such alterations as shall appear to the professor best calculated for promoting the object of the institution.

In the remaining part of the day, when not attending at the college, they shall be employed under the master shipwright, or instructor of naval architecture, in the mould-loft, in the various kinds of manual labour connected with ship building; in the acquirement of a complete knowledge of the different parts of a ship, and of the method of constructing and fastening the same, as well as in discriminating her different properties deducible from theoretical calculations; also in the management and conversion of timber, and generally in such other manner as the master-shipwright may consider as best adapted to make them fully acquainted with all the detail of the duties of a practical shipwright.

To insure the punishment of offences committed by them during their attendance at the college, a book shall be kept by the instructor, in which such offences shall be entered; and at the end of each week, or oftener if there be occasion, this book shall be sent to the office of the commissioner, who will order such punishment to be inflicted, as may be conformable to the usual treatment of apprentices in the dock-yard.

And at the end of each year, a public examination shall take place, in the presence of the officers mentioned in the third article, and a general statement of the improvement of the respective apprentices in the theoretical part of their profession, shall be transmitted by the professor of the college; and of their progress in the practical part, by the master shipwright, through the commissioner of the dock-yard, to the Admiralty Office; to the end that, if it shall appear that an apprentice has particularly distinguished himself in any of the departments of his profession, the Lords Commissioners of the Admiralty may confer on him such mark of their approbation as their Lordships may deem expedient.

The last year of their apprenticeship, or such part thereof as the Lords Commissioners of the Admiralty may think proper, shall be served at sea, in such of his Majesty's ships as their Lordships shall direct, with a view of obtaining some practical knowledge in the steering, sailing, trimming, and ballasting of a ship; in making remarks on the motion and working of a ship, in all her parts, in bad weather, and on a high sea; the standing and straining of the masts and yards, under such circumstances; the placing of the fixed blocks, with a view to the proper leading of ropes, &c.; and, generally, in obtaining such information as the captain, carpenter, and other officers of the ship may, by their experience, communicate, and such as their own observations may suggest to them.

During the time that such an apprentice shall be on board a ship, he will be required to keep a journal of his remarks and observations, arranged under distinct heads, noting such improvements in any part of the ship, or any thing connected therewith, as may suggest themselves to him, from a minute attention to the circumstances by which a ship is affected at sea, a copy of which journal is to be transmitted to the Admiralty.

A cabin, or berth, will be allotted to him in the gun-room, or in some other suitable part of the ship; he shall mess with some of the officers, and be treated, in all respects, as a gentleman.



Salaries to be allowed apprentices of the superior class?—

| If the apprentices shall not have served two years in the inferior class. | If the apprentice shall have served two years in that class. | If the apprentice shall have served three years in that class. | Sum. |
|---------------------------------------------------------------------------|--------------------------------------------------------------|----------------------------------------------------------------|------|
| 1st year                                                                  |                                                              |                                                                | £60  |
| 2d year                                                                   | 1st year                                                     |                                                                | 70   |
| 3d year                                                                   | 2d year                                                      | 1st year                                                       | 80   |
| 4th year                                                                  | 3d year                                                      | 2d year                                                        | 90   |
| 5th year                                                                  | 4th year                                                     | 3d year                                                        | 100  |
| 6th year                                                                  | 5th year                                                     | 4th year                                                       | 110  |
| 7th year                                                                  | 6th year                                                     | 5th year                                                       | 130  |

Upon their return from sea, until they can be appointed officers, in consequence of vacancies having occurred, they shall be employed as overseers of ships building, in assisting the master shipwright in the different yards, and their assistants or foremen; in the mould loft under the timber master; or in any other situation in which the master shipwright may have occasion to employ them, with the approbation of the commissioner; during that interval they shall have 150*l.* per annum; and if such vacancies should not happen for three years after their return, they shall then have 180*l.* per annum until they be provided for.

In order that the services of the young men, whose education has been obtained at a considerable expense to government, may not be lost on the expiration of their apprenticeship, they shall each of them, previously to their entry in the yard, be required to find two sureties, to enter into bond to the amount of 500*l.* and in the event of an apprentice being discharged for misconduct, the amount of the bond, or so much of it as may indemnify government for the expense incurred in his education, shall be forfeited.

The object of this institution is to improve the qualifications of the shipwrights in the dock-yards, and thereby to insure a succession of artificers, from among whom officers of the description of master-measurers, foremen, &c. will be selected, and from those the appointments of the superior officers in his Majesty's dock-yards, and surveyors of the navy, will ultimately be made.

R. A. NELSON, Secretary.

#### ADMIRAL ESSINGTON.

ADMIRAL ESSINGTON has, we believe, been indicted on a charge of murder, and is shortly expected to take his trial. The following letter, written by him, when Captain Essington, to the Mayor of Hull, contains a full explanation of the circumstances, which occurred so long ago as the year 1794:—

“ SIR,

“ *At Sea, off Flamborough Head, July 22, 1794.*

“ As many reports may be fabricated concerning the late unpleasant business with his Majesty's ship *Aurora*, under my command, and the

Sarah and Elizabeth, of Hull, I think it my duty, in justification of myself and officers, to state to you matters of fact. I fell in with her at sea the 19th of this month, when I sent Mr. Watson, master, and Mr. Williamson, boatswain, on board her to procure some men for the fleet, with orders to tell the ship's company, that those who were protected should not be touched; but they, as well as the rest, said, before any of them should be taken some blood should be spilt. The small cutter not returning so soon as I expected, I sent the other cutter with a master's mate; she soon came back with the above intelligence, and that the men were then between decks armed. I then ordered the cutter, manned and armed, likewise the barge with Lieutenant Seppings on board, and by the time my boats were on board her she was within hail. I told the master of her, if he had lost the command of his ship, I should consider her in a state of piracy, and desired him to come on board the Aurora, and what people were willing to come with him, for if his men would not obey him, I was determined to fire into her. His answer was, that if I chose to take him he must come; at the same time I was informed one of my men was wounded. I then told my officers which were on board, I would run the Aurora alongside, which I immediately did; by this I was in hopes of bringing her people into subjection; they were then asked if they would come up, and the same terms again offered to them; one of the hatches was ordered to be taken off, in doing which Mr. Williamson, the boatswain, was shot through the leg by one of the Sarah and Elizabeth's people. A fire then commenced from the Greenlandmen and my men who went on board in the boats (without my orders or any one's). The officers of the Aurora on board of her did all in their power to stop the firing, as well as I did myself, which was soon over; but I am sorry to add, that in this unfortunate business, one man was killed belonging to the Greenlandman, and three badly wounded. The boatswain is dangerously wounded. I have taken the men found in arms, which are 24, including the three wounded, who have every care taken of them. Richard Huby, one of the wounded men, says, they have only their master to blame for their misfortune, as he desired them to arm and defend themselves, and he would do all in his power to assist them.

I am, Sir,

"Your most obedient humble servant,

"W. ESSINGTON."

"*The Right Worshipful the Mayor, Hull.*"

#### CAPTAIN TOMLINSON.

At the Old Bailey, on Saturday the 21st of July, Nich. Tomlinson, Esq. a post captain in the navy, and Benjamin Tanner, a shipwright, at Dartmouth, were indicted for uttering a forged receipt, by which means they had defrauded his Majesty of 29l. 5s. It appeared in evidence that the gun-brig Pelter (which was commanded by Captain Tomlinson in the year 1795) wanted some repairs, which Captain T. directed Tanner to accomplish. Tanner employed one Randall, a blacksmith, to do some part of the work, for whose labour he (Tanner) sent in a bill and receipt for 29l. 5s.

Randall proved this bill to be a forgery, and that he had only done work to the amount of 4l. 6s. on the Pelter brig. Tanner employed him—he did not know Captain Tomlinson. Upon Tanner's producing this bill and receipt, Captain T. gave him a bill on the commissioners of the navy for 96l. including the blacksmith's bill. Mr. Justice le Blanc was of opinion that the indictment was invalid, as it could not be proved that they conspired together.—Captain Tomlinson had been remiss in not watching Tanner more closely, but he did not appear to have acted with a criminal intention. The jury accordingly acquitted both the prisoners. Earl St. Vincent was on the Bench.\*

#### ACCOUNT OF THE HAUTOULT, NOW THE ABERCROMBIE, MAN OF WAR.

THE Abercrombie was formerly l'Hautpout, one of the French squadron that took refuge in the Saints, and so adroitly (except this ship) gave us the slip. She is 1908 tons and a fraction, which is eight tons larger than the Pompée; she is pierced for 90 guns, but only mounts 78.

She is a beautiful ship, and sails fast; was launched at l'Orient in October, 1808, and called after General D'Hautpout, who was killed at the battle of Jena. Her figure-head represents a French general officer; when captured, he held an English flag in his right hand, and a black (Prussian) eagle in his left, trampling on a lion gasping. The figure remains, but the lion's head has been cut off, which now forms a pedestal for the general. The cells of her lower deck ports are six feet two inches from the water's edge, being a greater height than any other ship in the British navy, yet she is only classed as a 74.

#### CONDUCT OF LIEUTENANT DWYER, AT ST. THOMAS'S.

A FLATTERING tribute to the merits of Lieutenant Dwyer, has been paid by the inhabitants of the island of St. Thomas, conveyed in the following letter:—

"SIR, St. Thomas, March 20, 1810.

"The Subscribers have been happy to witness your liberal and disinterested conduct during your command of the guard-ship in this port, and they deem it their duty to request your acceptance of 140 guineas for the purpose of purchasing a sword, or any other object more pleasing to you, to remind you of their affectionate regard and esteem.

"In your future career, they do most sincerely wish you every success and happiness; being most truly, Sir,

"Your most humble servants and well-wishers,

"To Lieutenant Edward F. Dwyer.

"(Signed, &c.)"

"His Majesty's Schooner Elizabeth, St. Thomas's Harbour,

"GENTLEMEN,

March 24, 1810.

"The highly flattering Address I have this day received from so respectable a community is to me extremely gratifying.

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\* For a case in which Captain Tomlinson was concerned, *vide* NAVAL CHRONICLE, Vol. XXIII. page 292.



"The sword you have been pleased to present me with, as a testimony of the approbation of my conduct as an officer, I accept with gratitude; trusting that an opportunity will shortly offer of my using it with satisfaction to the donors and honour to myself.

"I am, Gentlemen,

"Your respectful servant,

"EDW. F. DWYER."

#### PERNICIOUS EFFECTS OF THE EFFLUVIA OF QUICKSILVER.

It is stated in a private letter from Cadiz, that after the late hurricane, the *Triumph's* boats picked up near 700 boxes of quicksilver, which, for the purpose of being taken care of, were stowed in the store-rooms and the hold; but the heat having caused the boxes to crack, several tons of the subtle fluid ran through the ship; which had such an effect on the crew, that 300 of them were obliged to be shifted into transports, several of whom, it is feared, cannot recover. The provisions also partook of the pernicious influence; and the *Triumph* was ordered to Gibraltar, to be cleared immediately.

#### ON THE SPONTANEOUS IGNITION OF CHARCOAL.

M. ROBIN, commissary of the powder mills of Essonne, has given an account in the *Annales de Chimie*, No. 35, page 93, of the spontaneous inflammation of charcoal from the blackberry bearing alder, that took place the 23d of May, 1801, in the box of the bolter, into which it had been sifted. This charcoal, made two days before, had been ground in the mill without shewing any signs of ignition. The coarse powder, that remained in the bolter, experienced no alteration. The light undulating flame, unextinguishable by water, that appeared on the surface of the sifted charcoal, was of inflammable gas, which is equally unextinguishable.

The moisture of the atmosphere, of which fresh made charcoal is very greedy, appears to me, says M. Robin, to have concurred in the development of the inflammable gas, and the combustion of the charcoal.

It has been observed, that charcoal, powdered and laid in large heaps, heats strongly.

Alder charcoal has been seen to take fire in the warehouses, in which it has been stored.

About thirty years ago we saw the roof of one of the low wings of the Mint set on fire by the spontaneous combustion of a large quantity of charcoal, that had been laid in the garrets.

M. Mallet, commissary of gunpowder at Pontailier, near Dijon, has seen charcoal take fire under the pestle.

Experience has shown, that brimstone is not essential to the preparation of gunpowder; but that which is made without it falls to powder in the air, and will not bear carriage. There is reason to believe, that the brimstone forms a coat on the surface of powder, and prevents the charcoal from attracting the moisture of the air.

The goodness of the powder depends upon the excellence of the charcoal; and there is but one mode of obtaining this in perfection, which is distillation in close vessels, as practised by the English.

The remarks here presented are particularly deserving of notice; as accounting, in some measure, for various accidents which have happened at sea, (such as the destruction of the *Ajax*, in 1807) and as affording precautionary hints of great importance.

#### RECOVERY OF ANCHORS, CABLES, &c.

THE following is an abstract of a very important Act, passed on the 20th of June, 1809 :—

Pilots, boatmen, hovellers, and others, are to deposit anchors, cables, and other ship's materials, taken possession of by them, in such warehouse as the vice-admiral of the port shall appoint, for safe custody, till claimed by the owners, on pain of being convicted as receivers of stolen goods.

If the articles are not claimed within a year and a day, they are to be sold, and the produce applied.

If the owners and salvors cannot agree, respecting the amount of salvage or the value of the articles, two justices shall determine the difference, and if the justices cannot agree, they shall nominate a third person conversant in maritime affairs, who shall determine.

Two justices may, in like manner, determine upon remuneration to be made for services rendered to ships in distress, or otherwise, which decision of the justices, in this case, shall be final, unless an appeal be made to the High Court of Admiralty.

The persons named by the justices, to decide on the amount of salvage are each to receive two guineas from the owners.

Persons cutting away or defacing buoy ropes, or other marks, are guilty of felony, and may be transported for seven years, or imprisoned. Purchasers of goods, stolen from a ship in distress, or otherwise, are liable to like punishment.

Masters of ships, bound to ports beyond the seas, finding or taking on board anchors and other articles, are to report the same to the Trinity House, and, on their arrival in England, deposit the same, on pain of forfeiting not more than 200*l.* nor less than 50*l.*; and pilots, hovellers, boatmen, and others, selling or disposing of such anchors, or cables, in foreign countries, are guilty of felony.

Dealers in marine stores are to have their names painted on their store-houses, on pain of forfeiting not exceeding 20*l.* and no less than 10*l.*; and they are not to cut up any cable, without a permit from a magistrate, under a like penalty, for a first offence; and not exceeding 50*l.* nor less than 20*l.* for a second or third offence.

## FOLKSTONE HARBOUR.

The subjoined statement is copied from a provincial paper:—

The new harbour of Folkstone will occupy nineteen acres of land, and contain five hundred vessels, from four to five hundred tons each, affording them shelter from the strong southerly winds which are here prevalent, and also from the swarms of privateers which infest this narrow part of the channel; there being at present no shelter to our brave defenders, to the distressed mariner, or to the commercial interest in general, from Dungeness Point to the Downs, a line of coast of more than forty miles. Nature has bountifully afforded every facility towards accomplishing this desirable object; for, within one hundred yards of all parts of this work, are abundance of rocks, which are formed, by the constant washing of the ocean, to all the purposes required, and are secured to the company free of any expense, together with other materials on the contiguous estates of the Earl of Radnor, which he permits the company the free use of, without any compensation, except one pound in every clear one hundred pounds, arising from harbour-dues. The pier heads are also naturally formed by two clumps of rocks, placed at a distance of two hundred and ninety feet, forming the channel through which vessels are to enter the harbour; and it is here worthy of remark, that there never will be less than twelve feet of water at any time of the tide; whereas Dover and many other harbours cannot be entered but at the height of the tide; this is an incalculable advantage, in a commercial point of view, as well as to the safety of the vessels navigating the channel. The materials required in the erection of the harbour will be free of expense to the company—the labour will constitute the chief expenditure. Under these circumstances, therefore, we are not to be surprised that this important undertaking is estimated by an eminent engineer (Mr. Jessop), at the very small sum of 22,000*l.* which has been raised by four hundred and forty shares, of 50*l.* each, payable by instalments of not more than 15*l.* per annum. Besides these natural advantages, Folkstone being much the nearest point of communication with the continent, the dues for passage boats and merchandise in time of peace will be immense; but, it is not to this source alone that we are to look for advantage in this undertaking, for in time of war also, the dues of the harbour will yield a very large per centage on the capital. Among the many sources of profit, the extensive and increasing fishery of Folkstone will not be found one of the least; for every hundred of mackarel and every last of herrings will pay a proportionate harbour due, exclusive of vessels of every description belonging to the town, which will pay from one to ten guineas each, annually. Building materials, and every species of merchandise, will also yield a considerable income; and the consumption of coals alone in this town, will pay two and a half per cent. on the capital, exclusive of its populous and fast increasing environs. The grand western wall is complete, and it may be safely said, that much the most difficult part of the work is finished, although only 8,400*l.* have been expended, including all parliamentary and other preliminary expenses, which in many recent



establishments have amounted to a considerable part of the capital. We have, therefore, a fair reason to hope, that by a continuation of that good management which has hitherto been displayed, the capital of 22,000*l.* will be ample for its completion. It is calculated that this undertaking will be completed in 1811. But the harbour dues will commence in 1810, and very little doubt can be entertained that the first year's receipt will pay at least ten per cent. on the expenditure.

## COMPLIMENTARY PRESENT TO CAPTAIN M'KINLEY.

CAPTAIN M'KINLEY, of the *Lively*, whose services at Vigo and at various other parts of the coasts of Spain and Portugal, have been so often noticed in the *NAVAL CHRONICLE*, was, some time ago, presented with a piece of plate, accompanied by the following gratifying letter, from the British merchants formerly resident at Lisbon :—

“ SIR,

“ We the undersigned British merchants, formerly residing in Lisbon, beg leave to present you with a piece of plate, for your unwearied exertions in protecting our trade during the time you were on that station, and for your uncommon attention to a rich fleet of merchantmen, during a protracted and boisterous passage, being the last which sailed from thence, previous to the shutting the ports of Portugal against the shipping of Great Britain. We flatter ourselves, Sir, that you will receive this trifling mark of our esteem, which we offer as a tribute to your public conduct and private merit. We have the honour to be, Sir, your most faithful humble servants,

|                 |              |               |
|-----------------|--------------|---------------|
| W. Oxenford,    | R. Seally,   | For E. Mayne, |
| T. Coppendale,  | R. Lucas,    | J. Leigh,     |
| J. C. Duff,     | J. March,    | W. Marsh,     |
| G. Roach,       | J. Edwards,  | W. Oxenford.  |
| J. M. Buckeley, | T. F. Dyson. |               |

## CANNIBALS OF NEW ZEALAND,

THE following Address has been circulated on the subject of some late massacres by the cannibals, natives, in New Zealand :—

“ All masters of ships frequenting New Zealand, are directed to be careful in not admitting many natives on board, as they may be cut off in a moment by surprise.

“ These are to certify, that during our stay in this harbour we had frequent reports of a ship being taken by the natives in the neighbouring harbour of Wanganooa, and that the crew were killed and eaten.

“ In order to ascertain the truth of this report, as well as to rescue a few people who were said to be spared in the general massacre, Mr. Berry, accompanied by Mr. Russel, and Metangangoa, a principal chief of the Bay of Islands, who volunteered his services, set out for Wanganooa, in

three armed boats, on Saturday, the 31st of December, 1809, and upon their arrival they found the miserable remains of the ship *Boyd*, Captain John Thompson, which the natives, after stripping of every thing of value, had burnt down to the water's edge. From the handsome conduct of Metangangoa, they were able to rescue a boy, a woman, and two children, the only survivors of this shocking event, which, according to satisfactory information, was perpetrated entirely under the direction of that old rascal Tippahee, who has been undeservedly caressed at Port Jackson.

"This unfortunate vessel intended to load masts, &c.—she had been there three days: after her arrival, the natives informed the master, that in two days they would shew the spars; next day, in the morning, Tippahee came from Tippusia, and went on board; he staid only a few minutes, and went into his canoe, and remained alongside the vessel, which was surrounded with a considerable number of canoes, collected for the purpose of trading; and a considerable number of natives gradually intruded into the ship, and sat down upon the deck. After breakfast the master left the ship, to look out for spars, with two boats. Tippahee, after waiting a convenient time, now gave the signal for massacre—in an instant the savages, who appeared peaceable upon deck, rushed upon the unarmed crew, who were variously employed about the ship; the greater part were massacred in an instant, and were no sooner knocked down than they were cut to pieces, still alive. Five or six of the men escaped up the rigging. Tippahee, having possession of the ship, hailed them with a speaking trumpet, and ordered them to unbend the sails, and cut away the rigging, and they should not be hurt; they complied with his commands, and afterwards came down upon deck; he then took them ashore in a canoe, and immediately killed them. The master went ashore without arms, and of course was easily despatched.

"The names of the survivors are, Mrs. Nancy Morley, and child, Miss Betsey Broughton, and Thomas Davison (boy.)

"The natives of the Spar District in this harbour have behaved well, even beyond expectation, and seemed much concerned on account of the unfortunate event, and, dreading the displeasure of King George, have requested a certificate of their good conduct, in order to exempt them from his vengeance; but let no man, after this, trust a New Zealander.

"We further certify, that we have given Tarra, the bearer of this, a small flat-bottomed boat, as a reward for his good conduct, and the assistance he afforded in getting us a cargo of spars.

"SIMON PATTISON.

"ALEX. BERRY, Supercargo.

"JAMES RUSSELL."

*"Given on board the City of Edinburgh, Captain  
SIMON PATTISON, at the Bay of Islands,  
January 6, 1810."*

" I certify that the above is an exact copy, taken from the certificate in the possession of Tarra, a chief of New Zealand, by me,

" WILLIAM SWAINE,

" Master of the ship Cumberland."

" Given under my hand this 11th day  
of July, 1810."

The boy Davison, mentioned above, owed the preservation of his life to his being club-footed, the natives taking him for a son of the devil !

## CORRESPONDENCE.

MR. EDITOR,

IN looking over one of your recent Volumes, an important communication from Sir J. Senhouse met my eye, respecting that gentleman's discovery of a South American species of timber, called serrawabolla, the wood of which he recommends for the sheathing of ships, as not subject to the attacks of the salt-water worm.\* On the same subject, the following passage, from the SIEUR BRUE's *Voyage to the Isles of Bissagoes* (ASTLEY's *Collection of Voyages*, 2d edition, Vol. II, page 102) seems to be well deserving of attention.

T. H.

" The banks of the Rio Grande are covered with large trees, which induces the Portuguese to come here to build their vessels. Among these there is a tree called Misheri, whereof they make planks, which, beside their being easy to work, are free from worms, not only on this coast, where they are so pernicious to ships, but in different parts of Europe, Asia, and America, whither they have been carried. The unctuous sap, which this wood abounds with, and which is extremely bitter, is what, in all appearance, secures it from those worms. The trees do not grow very tall, seldom above 20 or 22 feet high ; but they are very large in the trunk."

MR. EDITOR,

Dover, 10th August, 1810.

I REQUEST the favour of any of your naval correspondents to furnish the latest and most *authentic* state of the variation of the compass in the British Seas ; which will essentially oblige your constant reader and occasional Correspondent,

F. R. S.

\* *Vide NAVAL CHRONICLE*, Vol. XXI. page 113.



MR. EDITOR,

Dover, 3d August, 1810.

THE subject on which your judicious Correspondent A. F. Y. has exercised his pen, in page 32 of your present Volume, is one on which I had myself some thoughts of addressing you, soon after the *jubilee* last year, when a good deal of censure was thrown upon the promotion of a few veterans from the head of the list in each class of naval officers to the next superior rank respectively. Among the public prints devoted to the interests of party, the Morning Chronicle took the lead in attempts at sprightly wit at the expense of the Admiralty Board upon that occasion; founded, more particularly, upon the incident of one or two of the officers included in that *brevet* (if I may be allowed to borrow a term from the army, as the Admiralty has borrowed a general for a first lord) being dead; a mistake easily accounted for by the forms of the service; and upon one of those alive, turning out to be a major, or *çi-devant* major, of the army, but who had chosen to make himself better known to his country in a safer way than by fighting her battles either by sea or land, namely, by writing political sermons, and uttering popular harangues. I do not mean to cast any uncharitable reflection upon Major, Captain, or Mr. Cartwright's principles or conduct, and my allusion to him is purely incidental. Now, Sir, although I was far from being an admirer of the *Board*, as then constituted, I was so far from thinking the obloquy that body thereby incurred, to be deserved, that I was strongly inclined to remonstrate with them, through this very medium, the sole publication specifically dedicated to naval interests, for not doing enough at the Jubilee-naval-promotion. But as I thought the completion of the fiftieth year of the King's reign might afford as fit an occasion for gladdening the hearts of his subjects as the forty-ninth anniversary, I adjourned my project till the return of the season.

The London Gazette has just come to hand, in which I see a numerous promotion notified: a promotion for which I profess myself unable to discern any urgent motive except the transferring the emoluments of those anomalous offices, the "*blue*" colonelcies of Royal Marines to a fresh batch of favourite captains, and to give the present First Lord of the Admiralty's brother, and his predecessor's naval *factotum*,\* their flags. This I do not quarrel with; but I have regretted to see this measure tarnished by no less than *five* instances of exclusion, whereby not only the feelings and interests of the individuals so disappointed of the legitimate honors and rewards of the naval career, are hurt; but their professional characters are rendered in some degree liable to uncharitable surmises from the bare unexplained circumstance of their not being deemed worthy to share the advancement of their compeers. The officers themselves, and the navy at large, have a right to understand distinctly why Captains, Jeremiah Beale, Henry Warre, Isaac Schomberg, William Bligh, F.R.S. and Sir Robert Barlow, *Knt.* are thus thrown out of the profession to which the best years of their lives have been devoted. The only case amongst these that

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\* This gentleman has been comforted for his accommodating removal from Whitehall, by being made surveyor-general of the ordnance, and a flag officer in the same week. His standing as post captain was twenty years.

appears susceptible of any thing like a justification by pleading precedent, (that sneaking subterfuge of office) is *Commissioner Barlow's*: but then against that may be cited the recent promotion of his immediate superior in the same line, Sir T. B. Thompson, comptroller of the navy.

As a sort of junior advocate in this cause, I shall content myself with opening the pleadings, and stating facts, leaving to my more able leader A. F. Y. to argue the merits. And in so doing, I hope he will not omit to advert to the two following lists:—

REAR-ADMIRALS superannuated at 22s. 6d. per day.

The figures prefixed to names denote their years of seniority, as Post Captains; those affixed, the date of superannuation.

|                                       |       |                            |       |
|---------------------------------------|-------|----------------------------|-------|
| 1758. Sir D. Dent, <i>Knt.</i> .....  | 1788. | 1783. J. F. Fortescue..... | 1805. |
| 1759. T. Shirley.....                 | —     | — W. Chambers.....         | —     |
| 1760. S. Thompson.....                | —     | 1787. J. Boyle.....        | 1807. |
| 1761. R. Keeler.....                  | 1790. | — D. Laird.....            | —     |
| 1762. R. Smith.....                   | 1793. | — T. Goldesbrough.....     | —     |
| 1771. E. Sutton.....                  | 1794. | — William Heath.....       | —     |
| 1776. A. Scott.....                   | —     | — D. Stow.....             | —     |
| 1778. J. Kendall.....                 | 1795. | — J. Smith.....            | —     |
| 1779. D. Graves.....                  | 1799. | 1788. J. Peyton.....       | —     |
| 1780. W. Fox.....                     | —     | 1789. J. Kinneer.....      | 1808. |
| — Sir C. Fortescue, <i>Knt.</i> ..... | —     | 1790. A. Guyot.....        | —     |
| — A. Edgar.....                       | —     | — J. Dundas.....           | —     |
| 1781. R. Graves.....                  | 1804. | — L. Hunter.....           | —     |
| — A. Christie.....                    | —     | — J. Trigge.....           | —     |
| 1783. J. Graves.....                  | 1805. | — N. Ingram.....           | —     |
| — C. Sandys.....                      | —     | — R. Willis.....           | —     |

CAPTAINS superannuated at 12s. per day.

|                                            |       |                          |       |
|--------------------------------------------|-------|--------------------------|-------|
| 1762. Chaloner Ogle.....                   | 1793. | 1782. J. Samber.....     | 1804. |
| — R. Fausshawe.....                        | 1794. | — J. Breton.....         | —     |
| 1770. Sir A. Hamond, <i>Bl.*</i> .....     | —     | — Hon. M. Fortescue..... | —     |
| 1776. H. Duncan.....                       | —     | — J. Burney §.....       | —     |
| 1778. A. J. P. Molloy.....                 | 1795. | — R. Milbanke.....       | —     |
| 1779. Sir F. J. Hartwell, <i>Bt.</i> ..... | —     | — R. Creyke.....         | —     |
| 1780. H. Bakie.....                        | 1799. | — J. Gibson.....         | —     |
| — J. N. Inglefield †.....                  | —     | 1783. E. Herbert.....    | —     |
| — Hon. J. Rodney ‡.....                    | —     | — W. F. Greville.....    | —     |
| 1781. W. Carlyon.....                      | 1801  | — S. Arden.....          | 1805. |
| — Sir R. George, <i>Knt.</i> .....         | —     | — J. Ellison.....        | —     |
| 1782. C. Hughes.....                       | 1804. | — M. Smith   .....       | —     |
| — Sir H. Heron, <i>Bt.</i> .....           | —     |                          |       |

\* This old officer is understood to have addressed a memorial to the crown on the occasion of his being refused his flag. We wish we could record that document on our pages.—EDITOR.

† The twelfth survivor from the memorable wreck of the *Centaur*, of which ship he was captain, 1782.

‡ Son of the man whose name now decorates a ship of the line, and of whom may be used the language of his heraldic motto, "*non generant aquilæ columbas.*"

§ A circumnavigator of the school of Cook.

|| This peculiar grievance has been stated in a form much compressed from that, requisite to do it perfect justice, by the *NAVAL CHRONICLE*, Vol. XXII. page 42. We really hoped and expected to see this meritorious name in the *Gazette* last October.—EDITOR.

I will not trouble you with the list of *fifty* commanders superannuated from lieutenantcies at 6s. 6d. *per* day, although there are undoubtedly some names amongst them as deserving a better fate as those distinguished by annotation marks in my catalogue; but shall proceed to remind your readers of one particular worthy of remark in the existing effective list, namely, the standing of the two senior officers in each class, *viz.* Post-captains—Lambert Brabazon, 1782; *Twenty-eight* years service in that rank. Alexander Frazer, 1793; *Seventeen* years. Commanders—James Lys, James Ellis, 1778; *Thirty-two* years.—Lieutenants—G. Spearing, 1757; *Fifty-three* years! C. Beeson, 1758; *Fifty-two* years! These crying hardships of a profession sufficiently hard, even in it's most prosperous pursuit, are not sufficiently public, although annually published in the *Red-book*, &c. for it is hardly conceivable that if *known*, they could be allowed to deform our national records. The pecuniary charge of consoling the declining years of these brave warriors' existence, is not to be urged with decency, by those who will not hear of the retrenchment of bloated *sinécures*, and jobbing reversions, against an humble hint that the labourer is worthy of reward. The Admiralty have an opportunity, not to be neglected, of celebrating a real naval Jubilee; and if nothing can be done without *precedent*, let that be followed of Charles Stirling, who after having been passed over by some mysterious official excommunication, is now, in the very gazette before me, promoted to be vice-admiral of the white, and "ranks according to seniority as captain by H. M.'s order in council." Our Sovereign cannot more graciously celebrate the ensuing 25th of October, than by affixing the sign manual to a similar order for the restoration of those whose hopes have been thus prematurely cut off.

"England's best bulwarks are her wooden walls."

And let it not be forgotten that the hearts of her heroes are as essential thereunto as

HEART OF OAK.

MR. EDITOR,

THE subjoined very curious statement is given in a provincial paper (the *Plymouth and Dock Telegraph*, of June 2) as an extract from the speech of Lord Cochrane in the House of Commons, on the 18th of May, 1810. It is well deserving of the attention of your readers.

Yours, &c.

A FRIEND TO THE NAVY.

"An admiral, worn out in the service, is superannuated at 410l. a year, a captain of the navy at 219l. *while the clerk of the ticket office* retires on 700l. The widow of Admiral Sir Andrew Mitchell has one-third of the allowance to a widow of a commissioner of the navy. Four daughters of the gallant Captain Courtenay, 12l. 10s. each; daughter of Admiral Sir A. Mitchell, 25l.; two daughters of Admiral Epworth, 25l. each; daughter



of Admiral Keppel, 24l.; Elizabeth, daughter of Captain Mann, who was killed in action, 25l.; four children of Admiral Moriarty, 25l. each. Thus thirteen daughters of admirals and captains, several of whose fathers fell in the service of the country, receive from the gratitude of the nation a sum less than Dame Mary Saxton, the widow of a commissioner. This pension list is not formed on comparative rank or merit, length of service, or any rational principle, but it appears to be dependant on Parliamentary influence alone; for Lieutenant Ellison, who lost his arm, is allowed 91l. 5s.; and Captain Johnson, who lost his arm, has only 45l. 12s. 6d. Lieutenant Arden, who lost his arm, has 91l. 5s.; Lieutenant Campbell, who lost his leg, 40l.; and poor Lieutenant Chambers, who lost both his legs, has only 30l.; while Sir A. S. Hamond retires on 1,500l. per annum. The brave Sir S. Hood, who lost his arm, 500l.; while the late secretary to the Admiralty retires, in health, with a pension of 1,500l. To speak less in detail, 32 flag officers, 22 captains, 50 lieutenants, 180 masters, 36 surgeons, 23 pursers, 91 boatswains, 97 gunners, 202 carpenters, and 41 cooks, cost the country 4,028l. less than the net proceeds of the sinecures of Lord Arden, 20,358l.; Camden, 20,536l.; Buckingham, 20,693l. All the superannuated admirals, captains, and lieutenants, have but 1,012l. more than Earl Camden's sinecure. All that is paid to all the wounded officers of the British navy, and to the wives and children of those dead or killed in action, does not amount by 214l. to as much as Lord Arden's sinecure alone, 20,358l. What is paid to the mutilated officers themselves, 11,408l. 16s. is but half as much. *Is this justice? Is this the treatment which the officers of the navy deserve, at the hands of those who call themselves his Majesty's Government?* Does the country know of this injustice? *Will this too be defended?* If I express myself with warmth, I trust in the indulgence of the House; I cannot suppress my feelings. Should 81 commissioners' wives, and clerks, have 3,899l. more among them than all the wounded officers of the navy of England? I find, upon examination, that the Wellesleys receive from the public 34,729l. a sum equal to 426 pair of lieutenants' legs, calculated at the rate of allowance for Lieutenant Chambers's legs. Calculating for the pension of Captain Johnson's arm, viz. 45l. Lord Arden's sinecure is equal to the value of 1,022 captains' arms. The Marquis of Buckingham's sinecure alone, in the net, will maintain the whole ordinary establishment of the victualling department at Chatham, Dover, Gibraltar, Sheerness, Downs, Heligoland, Cork, Malta, Mediterranean, Cape of Good Hope, Rio de Janeiro, and leave 5,460l. in the treasury. Two of these comfortable sinecures would victual the officers and men serving in all the ships in ordinary in Great Britain, viz. 117 sail of the line, 105 frigates, 27 sloops, and 50 hulks. Three of them would maintain the dock-yard establishments at Portsmouth and Plymouth."

MR. EDITOR,

July, 1810.

**O**BSERVING by the preface of your last Volume, that my letter to Lord Mulgrave, on the subject of half-pay of captains and commanders, has drawn the attention of the Board, I must beg to assure you, that you

have my sincere thanks, for being the channel, through which the complaints of those officers have been made known to the public. I am still of opinion, that it would be of great convenience to the service, in that department, that those officers should be classed, in some such manner as has been proposed, and a *time* fixed for their receipt of half-pay; which would not subject them to the inconvenience of being removed from one list to another; and that those of twelve years (or more) post rank, might have something more than the officer who takes that rank to day, or than the fifty senior commanders.

JOHN SPECTOR.

MR. EDITOR,

**M**OST of your readers must have heard of the celebrated Sir Richard Steele's speculative contrivance, for supplying the London markets with fish alive. The following description of the vessel, which he caused to be constructed for that purpose, will, perhaps, be thought to contain some hints deserving of notice; particularly as it is from the pen of the person by whom the vessel was commanded. Its insertion in the *NAVY CHRONICLE* will, therefore, much oblige,

Yours, &c.

C. D. L.

In the year 1721, I commanded a vessel for Sir Richard Steele, called the *Fishpool*, burthen upwards of 130 tons, built for the purpose of carrying live fish. This vessel was so constructed, that I went in her without ballast (save the water wherein we kept our fish) several voyages from London to Norway, Ireland, &c. As I superintended her construction, I was fully acquainted with the manner of it. About six feet from the keelson was placed a deck, which extended from stem to stern, by which alone she swam, drawing about 12 feet water. The hold or well under this deck, when she floated, contained about 100 tons of water, and was her ballast, which, by experience, I found in every respect more safe than the common ballast; for that is liable to, and frequently does shift, but the water ballast cannot; nor can a vessel ballasted with it overset by any storm of wind; and was such a vessel to drive on rocks, and her bottom be entirely staved to pieces, she would still remain secure, becoming by such disaster, a flat-bottomed vessel, of small draught of water, floating by the deck which before bore her up. About two feet below this deck, on either side of the stern, was fixed an iron grate of a foot square, and on either side the sternpost was also fixed another grate of 18 inches square, whereby the water had a free passage through her, as she passed through the water; and notwithstanding she always contained 100 tons of water, yet we had free communication from the upper deck in the hold, by means of a hatchway, ten feet long, opening into such hold, which hatchway was kept open in bad weather, and thereby at all times we could put in or take out fish, without receiving in any other part of the vessel the least inconvenience from such water in her hold; from whence I conclude, and am well assured, that were the powder rooms on board of his Majesty's ships built with a well deck,

covering the powder room only with bulk heads caulked and properly secured, so as to prevent the water having communication with any other part of the ship, and a hatchway, (as in the afore-mentioned vessel) for conveniently passing in and out with stores, the ship's crew might at all times, in case of fire, with great ease, infallibly prevent her blowing up, by having a cock of large bore, fixed through the ships' bows by the stem into the powder room, with a handle to be come at, at all times, by the turning of which the powder room might be immediately filled with water, without incommoding any other part of the ship, or materially altering her trim. Such a security would at all times give spirits to the crew, and instead of deserting the ship for fear of an explosion, they would to the last use their endeavours to stop the fire; which, if effected, the water so let in might with great ease be pumped out, and the ship return to her former trim. There are few people but have the most dreadful apprehensions of fire, even on shore; how much more horrible is the calamity at sea, where there is no possibility of escaping; yet that horror is heightened by the apprehension of instant annihilation; could this fear but be removed, many ships and lives might be saved, to the good of the public, as well as many individuals."

MR. EDITOR,

WHEN last in Jamaica I accidentally met with a journal of the operations of our fleet and army before Quebec, in 1759. On inquiry, I found it had been kept, and was in the hand writing, of the late Admiral Holmes, who was second in command under Sir Charles Saunders. As I could not get the original, I obtained a copy; if the whole, or any part of it, may be worthy a place in the NAVAL CHRONICLE, it is at your service.

I am, Sir,

Your most obedient servant,

*Camberwell Grove.*

N. D.

P.S. The original was presented by the worthy admiral when commanding on the Jamaica station, to the late Doctor Nasmith, of Water Valley, in that island.

*Memorandum Book.—Rear-admiral Holmes.*

February 14th, 1759.—Sailed from St. Helen's with the Northumberland, Terrible, Trident, Somerset, Vestal, Diana, and Seahorse; having 59 transports, and seven ordnance vessels under convoy.

24th.—We were in the latitude of 43 deg. 38 min. N. the Start distant 218 leagues, and in the evening 70 sail in sight. The wind from W.N.W. to W. by S. and blowed fresh.

25th.—Blowed a very hard gale from S.W. to W. the Northumberland and Trident disnasted, and unable to proceed on the voyage; the former bore away for England.

March 2d.—Despatched the Trident to refit at Lisbon, and take with her



a disabled transport; there were fourteen transports then missing from the gale of the 25th past. Wrote by the Trident to the Admiralty and Mr. Pitt, an account of the misfortune attending the squadron, &c. of the 25th past, and their present state.

N.B. Having despatched the *Diana* to New York on the 18th of February, and the *Vestal* and *Trent* having parted company on the 21st ditto, there remained only the *Terrible*, *Somerset*, and *Seahorse*, to proceed with the transports.

22d.—Between the 22d and 23d the *Hannah* transport parted company, lat. 20 deg. 30 min. N. Madeira N. 54 deg. 45 min. E. 422 leagues; there remained then 50 sail under convoy.

April 21st.—Fell in with the *Scarborough*, and despatched her to New York with letters to the Admiralty, Mr. Pitt, General Amherst, and Captain Schomberg. *Sandy Hook* bore then N. by W. 62 leagues.

25th.—Despatched the *Seahorse* to convoy in the transports to New York. *Sandy Hook* bearing then N. by E. 19 leagues, and proceeded with the *Terrible*, *Somerset*, and six ordnance vessels for Halifax.

May 6th.—At half past 12 at noon, steering in for Cape la Have, saw land, and at 2 P.M. discovered said land to be Island Sable. The wind being contrary, and for other good reasons, bore away for Louisbourg on the 7th, in the morning.

8th.—In latitude 45 deg. 17 min. N. the Isle of Sable bearing S. 14 deg. 30 min. W. distance 25 leagues 2 miles, fell in with Mr. Durell's squadron, which consisted of the *Princess Amelia*, Captain Pembroke; *Devonshire*, *Vanguard*, *Centurion*, *Prince of Orange*, and the frigates *Richmond* and *Squirrel*, but spoke only with the seven last, by whom we were informed that Mr. Saunders had arrived at Halifax on the 1st instant, with his flag at the fore-top-mast head; that Mr. Durell had sailed from thence with his squadron on the 5th, and yesterday had tried to get into Louisbourg in order to be reinforced by the *Bedford* and *Prince Frederick*, but found it impracticable, on account of the ice which extended five or six leagues off the coast. Upon this intelligence, and what we afterwards saw ourselves, we altered our course, and steered for Halifax.

13th.—Joined Vice-admiral Saunders and his squadron at the mouth of Halifax harbour; his squadron consisted of the *Neptune*, *Royal William*, *Dublin*, *Shrewsbury*, *Orford*, *Medway*, *Alcide*, and *Sterling Castle*. Mr. Saunders sent in the *Terrible* and *Somerset* to refit and water at Halifax; and having shifted my flag from the *Somerset* into the *Dublin*, I proceeded with him to Louisbourg.

14 and 15th.—On our passage, Mr. Saunders despatched the *Alcide* and *Sterling Castle* along with some small vessels, to go and reinforce Mr. Durell in the River St. Lawrence.

16th.—The squadron arrived at Louisbourg, where we found the *Bedford* and *Prince Frederick*, who had wintered there, and the *Northumberland* just arrived from England.

17th.—Received by Lord Colvill a letter from the Admiralty, acknowledging mine of the 2d March, and informing that the *Vestal* had taken the

Bellona frigate, of 32 guns, and 232 men, and is now diverted on other service. Same day answered said letter, and acquainted the Board of my having joined Mr. Saunders: this went by the Nightingale.

From 17th May to 4th June.—Transports with troops, provisions, and other necessaries for the expedition were assembling at Louisbourg.

June 4th.—Admiral Saunders, with the squadron and greatest part of the transports, sailed out of the harbour of Louisbourg, and stood off and on till he should be joined by the rest.

5th.—Fog.

6th.—Clear weather; the remaining transports from Louisbourg joined the squadron, and the whole got under sail and proceeded on the expedition to Quebec.

For the better sailing up the river St. Lawrence, Mr. Saunders divided the transports into three divisions, under the direction of three frigates; viz. the red division to be led on by the Diana; the white division to be led on by the Lowestoffe; and the blue division to be led on by the Trent.

14th.—At noon the great Valley bore W. by N. 12 leagues, and the west end of Anticoste N. 7 leagues. At four P.M. Mr. Saunders made the signal for the red division to go ahead.

18th.—Came to an anchor off the Island Bie.

19th.—Between four and five P.M. Mr. Saunders made the signal for the blue division to weigh and proceed up the river.

20th.—At half-past three in the morning Mr. Saunders weighed with the squadron and fleet, and at five he made the signal for the white division to go ahead. At nine the squadron came to an anchor off the Island Basque.

22d.—At noon the squadron got under sail, and about seven in the evening anchored off Harepland.

23d.—About nine in the morning the squadron got under sail, and came to an anchor about six in the evening off Devil's Cape.

24th.—Mr. Saunders struck his flag in the Neptune, left the direction of the squadron to me, and went up the river in the Hind.

26th.—At half-past four P.M. the Northumberland ran foul of the Dublin, and carried away her bowsprit; soon after came to an anchor off the meadows of Coudre; found here Admiral Durell in the Princess Amelia, with the Vanguard, Captain, Prince Frederick, and the Hind. Mr. Saunders having shifted his flag from her into the Sterling Castle, in which ship he proceeded up the river from hence.

28th.—Received from Mr. Durell orders from Mr. Saunders to proceed up to him with four line-of-battle ships.

29th.—Shifted my flag from the Dublin into the Captain, and issued orders to her, the Vanguard, Medway, and Shrewsbury, putting them under my command.

July 2d.—Sailed with said squadron from Coudre, having been detained ever since the 28th past by contrary winds.

5th. The Dublin and Medway got over the traverse; the Vanguard and

Shrewsbury not getting into the proper channel were obliged to come to an anchor to the eastward of Cape Torment, and after the Medway had got over the traverse, she ran upon a bank, but got off again without damage. Anchored off the east end of Orleans.

7th.—The Captain and Medway joined Admiral Saunders at four in the afternoon, off the west end of Orleans; he had with him the *Sterling Castle*, where his flag was, and the *Alcide*, *Pembroke*, *Centurion*, *Sutherland*, *Richmond*, *Trent*, *Squirrel*; the bombs *Pelican*, *Baltimore*, and *Racehorse*, and two sloops. At six in the evening the *Porcupine* sloop, and *Boscawen* tender, ran in between Orleans and the north shore, and came to below the Fall of Montmorency.

8th.—In the morning the *Sutherland*, with the frigates, *Richmond*, *Trent*, and *Squirrel*, and the bomb-vessels *Pelican*, *Baltimore*, and *Racehorse*, moved in shore to attack the enemy's encampment, stretching from the west of the Fall of Montmorency to Quebec. In the afternoon I went in with the Captain, at the desire of Admiral Saunders, to carry the said ships nearer in shore, which I did, and fired from all the ships upon the encampment. Mr. Saunders sent a message about midnight not to fire, which was complied with.

9th.—Between twelve and one this morning General Wolfe landed, with about 2,500 of his troops, on the east side of the Fall of Montmorency. About ten A.M. the enemy fired at him: upon which ordered the ships to recommence their fire upon the trenches, and afterwards upon a little copse of wood where they seemed to be raising a mortar battery. In the afternoon Admiral Saunders desired the bomb-vessels might be stopt from throwing any more shells; upon which ordered them to haul off, and the ships to cease firing. About three quarters past nine at night, the enemy opened their mortar battery from the place we supposed them to be raising one this day, and annoyed us with them till five next morning. As repeated checks had been given about firing, and the bomb-vessels were hauled off, and no objects appeared to employ the ships; acquainted Mr. Saunders with the situation, and hauled off.

12th.—The *Diana* joined the squadron: the bomb-vessels dropped up towards the town, and at nine at night our batteries from Point Levi were opened against the town, and our bomb vessels began to throw their shells at the same time.

16th.—Point Levi batteries set Quebec on fire.

18th.—The *Sutherland*, *Squirrel*, and *Diana*, weighed at ten at night to go above Quebec; the two former succeeded in their attempt, but the *Diana* ran ashore within Point Levi.

20th.—The *Diana* got off into deep water, but has received damage in her hull, &c.

There being an intention to make an attack upon the enemy above the town, Mr. Saunders gave me an order this day to repair to and take the command of the ships that were to be employed upon that station. This night Colonel Carleton, with 300 grenadiers, landed at Point de Tremble.



21st.—Set out early in the morning to take the command of the ships above Quebec. By the landing of last night 200 women, children, and men were taken.

22d.—At ten at night Point Levi batteries set the town on fire; it burnt with great fury six hours, and was not extinguished for several hours more. The cathedral was entirely consumed, and many other buildings.

N.B. The 200 women and children returned to Quebec by a flag of truce this day.

23d.—The Lowestoffe and Hunter sloop at three in the morning got under weigh to pass by Quebec, but the wind taking them short, they were obliged to put back under a hot fire from the town.

24th.—Received a letter from Admiral Saunders, acquainting me that the landing of any considerable body of troops above the town was laid aside.

24th.—Received likewise a letter of General Wolfe's to Colonel Carleton, desiring the three companies of grenadiers to be sent down. This night sent down the grenadiers to Goreham's post, and five flat-bottomed boats to Admiral Saunders. This night Point Levi batteries set Quebec on fire in two places, which burnt with great fierceness for three hours.

25th.—Early this morning the Squirrel and armed sloop attacked four of the enemy's floating batteries, and took two of them, viz. one carrying a 24-pound and the other a 9-pound.

26th.—Moved the ships from their station at Carrouge up to the Mill of St. Nicholas.

27th.—The enemy this night sent down a great number of fire floats from opposite Goreham's Post upon the squadron, &c. with Mr. Saunders, but they were interrupted by the guard boats at Point Levi, and destroyed.

Same night the enemy attacked our troops at Montmorency, and were repulsed.

29th.—Received a letter from Mr. Saunders, acquainting me that an attack would be made next day at high water about eleven o'clock in the forenoon, above the Fall of Montmorency, and desiring that I would make a diversion favourable to that undertaking, by attacking the enemy above the town, in the bay where the church is.

30th.—Fell down with the ships from St. Nicholas, and made the false attack at the time and place desired, but the real attack at Montmorency did not take place.

31st.—The attack above the Fall of Montmorency took place this day; the troops from Point Levi were in the boats from ten in the morning till six at night. At six the attack was made, and the troops were repulsed, with the loss of about 500 killed and wounded.

August 3d.—Left the command of the ships to Captain Rous, and returned to Admiral Saunders and the squadron.

5th.—It being resolved to make a diversion above the town with 1,200 men, under the command of Brigadier Murray, I was directed by Mr. Saunders to return to my command of the ships above Quebec, and co-operate with the Brigadier in carrying into execution his plan of operations;

for which purpose marched with the general and troops at eleven at night, from Point Levi to Goreham's Post.

6th.—Embarked the troops from Goreham's Post on board the ships, and in the evening drop'd up with the ships on flood tide above Carrouge.

7th.—In the morning drop'd up with the ships on the flood tide above Point St. Anthony, where the pilots refused to take farther charge of them up the river.

8th.—Brigadier Murray resolved to attack the village of Tremble, by landing a little to the westward of it; made a disposition of the boats for receiving the troops; sent the floating batteries to cover their landing, and despatched two sloops to attack the enemy's floating batteries, which were on the east side of the village. Between one and two in the afternoon the whole was put in motion. About three the light infantry landed, and the rest were about to land, but were embarrassed with rocks, which prevented the boats from getting near enough the shore, and the fire of the enemy galled the troops very much, both in the boats and on the shore. Upon this the Brigadier ordered the light infantry to re-embark, and the tide of ebb being near spent, thought he should succeed better at two third's flood. He attempted to land again about five in the evening, when he received so heavy and regular a fire from the enemy from all parts of the coast, and kept up with such spirit and order, as convinced him of their superior numbers, and the impracticability of landing against so advantageous a situation, without cannon to clear the ground. Being thus twice repulsed, he beat the retreat and returned to the ships: he lost upon this occasion about 100 men killed and wounded.

10th. Between six and seven in the morning the Brigadier landed with the troops on the south shore, opposite to where the ships lay, in the parish of St. Anthony, where he met with a slender resistance from 60 or 70 Canadians, and Indians; about fourteen of the troops were killed and wounded: here he encamped.

11th.—Having instructions to get at the enemy's ships which lay before the Falls of Richlieu, if possible, and the pilots having refused taking charge of the ships higher up, I had given orders to the captains of the Sutherland and Squirrel, to sound and find if it was practicable to carry the ships farther up, and for the same purpose I gave an order to the latter to go higher up, as far as the reef of rocks between Cape Platon and Cape Sanctée, if practicable, and superintend the soundings himself, and report how far the Sutherland could come up, but first to wait on General Murray, and know if his scheme would be interrupted by this step. The general having his views directed towards Chambeau, declared the whole would be overset, if any vessel moved higher up than they were.

12th.—To day General Murray declared by letter that his scheme would be ruined, if any thing proceeded higher up; upon which laid aside the soundings for the present.

13th.—In the morning the Brigadier sent a detachment to the village of St. Anthony. The enemy fired from the woods, and wounded an officer and

four men. The detachment burnt and sacked the village, and most of the houses to the eastward of the camp.

August 14th.—The troops burnt about thirty houses to the westward of the camp.

15th.—Some more houses burnt to the eastward of the camp.

17th.—At the Brigadier's desire sent the Good Intent, armed sloop, up the river, to reconnoitre.

This night at the General's desire re-embarked the troops on board the ships, except the marines, who were left to take care of the camp.

18th.—At the desire of the Brigadier ordered the armed sloop down from Cape Platon, and join the other ships.

The design upon Chambeau being to be put in execution this night, I undertook to make a false attack upon the coast above the village Tremble, the better to favour that enterprise; and for this purpose ordered the Squirrel to go over as near as she could upon that shore, and the Sutherland hauled off from the south shore: the troops embarked about eleven at night.

19th.—At half-past twelve in the morning the troops in the flat-bottomed boats got under way: about half an hour past two in the morning the Squirrel began to fire upon the north shore, and kept up her fire with great vigour till such time as the boats of the Sutherland and Squirrel got close in shore, and then they by the noise of their oars, and the fire of their small arms, effectually attracted the whole attention of the enemy. Towards dawn of day they came on board, and the enemy thought they had repulsed us. At eight in the morning they found their mistake; had intelligence of our troops being at Chambeau; horse and foot then made the utmost efforts to get to the place attacked, but it was near a day's march to reach it. Our troops landed at five in the morning, a little to the eastward of Chambeau, without opposition, marched up to it, burnt a considerable magazine of cloathing for three regiments, together with powder, wheat, wine, spirits, small arms, and, it is reported, the military chest. They retired into their boats about three in the afternoon, without having hurt any private property, and without the loss of one man. The two floating batteries went afterwards to attack a French brig which the enemy on their approach set on fire. The troops returned to the ships at ten at night.

20th.—The troops went ashore to their encampment in the south side of the river.

21st.—At three A.M. went on board the armed sloop Good Intent, and took captains Rous, Hamilton, and Mountford with me to reconnoitre the Channel above the Capes Platon and Sanctée. Two flat-bottomed boats and the two floating batteries attended.

22d.—At ten at night returned from reconnoitring.

23d.—Captains Rous, Hamilton, and Mountford, gave me a report of their observations from Point St. Anthony to the Rapids of Richlieu, and think it impracticable to carry up any vessel drawing fifteen feet water and



upwards, unless a knowing and experienced pilot would take charge of her. The troops burnt three mills and a quantity of wood.

August 25th.—Fell down with General Murray in the Squirrel, and left the command of the ships to Captain Rous; landed at Goreham's Post, and joined Admiral Saunders at nine at night.

September 3d.—General Wolfe abandoned his post at the Fall of Montmorency, without any disturbance from the enemy.

5th.—A new plan being adopted, the army was under orders to march above the town, and I was sent up again to take the command afloat; General Murray, with about 3,000 men, marched from Point Levi and embarked at Goreham's post; at night I went on board and found the ships below the Chaudier.

6th.—The rest of the troops were embarked with Generals Wolfe, Monckton, and Townsend.

7th.—Moved the ships from below the Chaudier up to Gentlemen's Bay; they consisted of the Sutherland, Lowestoffe, Seahorse, Squirrel, and Hunter sloop, transports, sloops, and schooners; General Wolfe issued orders, and made a disposition of landing to-night. At his desire sent the Hunter up the river with General Monckton. In the afternoon Mr. Wolfe reconnoitred Carrouge, and the north shore as far as Point de Tremble. The flood making late detained him so long in his return, that nothing could be put in execution to night.

8th.—Mr. Wolfe issued fresh orders for landing this night, between where the ships lay and Point de Tremble; and the better to deceive the enemy, the Hunter and two transports were despatched to Point de Tremble with the Royal Americans, and the Lowestoffe and Seahorse had orders to make a diversion upon Carrouge. About two P.M. after the disposition had been made, Mr. Wolfe went down the river in the Terror of France to reconnoitre, and returned in the evening full of a new plan which had in view the landing troops at Toulon. A heavy and incessant rain prevented the other plan taking place this night.

9th.—The weather continuing bad, and the troops very much crowded in the ships, ordered 1,500 of them to be put ashore at the Mill of St. Nicholas, under the command of Brigadier Murray, which was executed in the afternoon; and at his desire ordered the Hunter and transports, with troops, to rejoin the squadron.

10th.—Reconnoitred Toulon with Generals Wolfe, Monckton, and Townsend; Mr. Wolfe appeared now to make that spot the object of his attack. The Hunter and transports joined the squadron, and the Royal Americans were put on shore at the Mill of St. Nicholas.

Settled with General Wolfe the disposition of the men of war, transports, and flat-bottomed boats, and for landing the troops at the intended attack of Toulon, and gave signals to the boats concerning the embarkation of the troops, and carrying them to the place of attack.

12th.—Issued orders to the men of war, transports, &c. concerning the expedition that was to take place this night.

September 13th.—At half-past 2 A.M. the whole expedition was put in motion, to land at Toulon. Every thing succeeded happily; the troops landed without discovery, gained the summit of the precipice, surprised the guard, and took possession of the heights of Abraham, within two miles of the citadel. The ships and boats landed the whole army, consisting of about 4,600 men, with the utmost expedition; Mons. Moncalm, the French general, exerted himself from seven to ten in the morning in assembling his army under the walls of the citadel. They consisted of about 7,000 men. At ten he marched in order of battle, and General Wolfe advanced to meet him. Our troops received two fires from the enemy, and instantly charged them with bayonets fixed. Lascelles's and the Highlanders were the first who broke the enemy's line; the whole gave immediately way, and we obtained a complete victory. General Wolfe was mortally wounded in the beginning of the battle; General Monckton was likewise severely wounded about the same time, and carried out of the field. We had about 500 rank and file killed and wounded. The enemy lost Monsieur Moncalm, their general, two brigadier-generals, and the colonel next them in command, and had about 1,100 rank and file killed and wounded. Our victory was complete.

17th.—The town offered terms of capitulation.

18th.—The capitulation signed, giving the garrison the honours of war, to be carried to France; it consisted of about 1,800 soldiers and sailors.

18th.—Admiral Saunders detached a party of sailors in the afternoon to take possession of the lower town.

Our troops took possession of the upper town; the enemy evacuated it.

October 3d.—Ordered by Vice-admiral Saunders to proceed with the Dublin, Prince Frederick, Seahorse, and all transports and vessels bound for Europe, and make the best of my way to Spithead.

7th.—Sailed from Quebec with the squadron and ships under convoy.

8th.—Arrived at Isle Madame.

10th.—About six A.M. weighed from Isle Madame with the Seahorse, and 24 sail of ships under convoy; the Northumberland, Sutherland, and Pembroke weighed about same time; at about half-past eleven came to an anchor at Coudre, and saw the Royal William and Captain ashore near the Whirlpool; besides the said last mentioned ships, found here Rear-admiral Durell, in the Princess Amelia, with the Neptune, Centurion, Prince Frederick, and the Terrible lying below in distress, having no anchor but the one then down. About 4 P.M. the Royal William and Captain were got afloat, and had received but very little damage; the Sutherland proceeded down the river.

11th.—At 9 A.M. weighed with the Prince Frederick, Seahorse, and the ships under convoy; at three came to an anchor with the fog signal on English Bank.

12th.—At 9 A.M. weighed with the Prince Frederic, Seahorse, and ships under convoy: about four P.M. anchored; the east point of the Camera seas S. E. by S. one mile.

18th.—From the 12th to the 18th fresh gales, and a foul wind. Dropped down below the westernmost Pilgrim; the Pelican and Vesuvius put themselves under my command, by order of Admiral Durell.

October 19th.—Got under sail with the squadron and convoy; joined the Scarborough and her convoy. Mr. Durell and his squadron under sail astern of us; as likewise the Northumberland. By Admiral Saunders's order of the 3d instant I was directed to see the Scarborough's convoy safe down the river; this he afterwards countermanded by a message received from Captain Swanton and Captain Holt, but now having overtaken them they had the benefit of my convoy.

21st and 22d.—Fresh gales, thick and foggy weather. At 7 A.M. of the 22d 47 sail in company.

23d.—Do. weather, 37 sail in sight at seven A.M. Afterwards hard gales, squalls, and fog. At midnight brought to, and kept heaving the lead every hour. We were then between Amlecosts and the south shore.

24th.—Fresh gales and hazy weather, W.N.W. eight leagues, which we took to be the high land of Gaspy. At mid-day nineteen sail in sight; at seven P.M. 36 sail in sight.

25th.—Forty-five sail in sight at noon; at four P.M. the island St. Paul N.W. by W. seven leagues; brought to for the ships under convoy. At half-past four Cape Ray N.E. by N.  $\frac{1}{2}$  E. ten leagues, At five bore away 25 sail in company. The ships for North America parted company.

26th.—Fresh gales, squalls, and rain; 21 sail in sight.

27th.—Hard squalls of wind and hail, at eight in the morning twenty-one sail in sight.

28th.—Fresh gales, sometimes squally; at ten in the morning twenty sail in company; at six in the afternoon close reefed top-sails; fourteen sail in sight.

29th.—All the convoy in company.

30th.—The convoy as before.

November 8th.—Saw seven sail, which judged to be Rear-admiral Durell and his squadron; we were that day in soundings.

11th.—Arrived with the squadron and convoy at Spithead.

MR. EDITOR,

**Y**OU have rendered a very essential service and gratification to the naval profession, by inserting such Letters on Service as had not appeared. I now, in addition to such documents, send you the following, which was addressed to the Commissioners of Transports, dated Marsa Transport, Messina, April, 1810.

TIM. WEATHERSIDE.

(COPY.)

GENTLEMEN,

I have the honour to report to you the arrival of the transports from Zante, as per margin,\* on the 25th ult. laden with cattle for the supply of this garrison: and at the same time it becomes my duty to acquaint you with the particulars of a very gallant action which was fought on the evening of the 24th ult. within a few miles of the light house of Messina, be-

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\* British Queen, 283 tons; Wellington, 339; London, 260.



tween two of the enemy's row boats from Reggio, armed with a four or six-pounder, in their bows, and from thirty to forty men in each, and the British Queen transport, of 283 tons, her crew consisting of sixteen men and two boys, armed with six eighteen-pounders, carronades : and in which affair, I am truly concerned to state, the master, Mr. White, a brave and deserving man, was killed outright, while gallantly opposing the first attempt to board ; receiving two musket balls in the body before he fell, and the chief mate and two seamen badly wounded.

This transport, in company with the two others from Zante, hove in sight of Messina in the course of the day, but were prevented by a calm, and strong southerly currents, from entering the harbour before dark. The enemy's gun-boats took this opportunity of coming out under cover of a thick haze, and before the moon had risen, and about 9 o'clock, they came up with (undiscovered until within a cable's length) and attacked this vessel, separated from the other two by the calm, and variable winds, who unfortunately was unable to bring her carronades to bear (being fixed on slides) on the boats as they advanced.

The enemy first attempted the stern of the ship, and as they closed they fired their bow guns and several volleys of musketry. In this attempt, however, they were immediately repulsed ; but not before the master was unfortunately killed, and the chief mate, and two seamen, severely wounded.

The boats then separated from the stern, and pulled up together, one on the starboard, and the other on the larboard side of the vessel, and attempted at the same moment to board by the main chains. The contest at this time seems to have been obstinately continued, as the enemy had actually lodged themselves twice in both channels, and were finally repulsed with considerable loss, by the spirited and determined resistance of the remaining crew ; led on, and animated by the manly conduct of the chief mate, who though severely wounded never quitted the deck, during the whole affair. The conduct of the second mate of the vessel was also equally spirited ; very fortunately the crew were mostly British, and it must be owned, they have upon this occasion very handsomely upheld the character of British seamen.

The action lasted about 25 minutes, and after failing in the third attempt to board, retreated, discharging their bow guns, and musketry as they went off, without doing any injury, except cutting away a few ropes.

I trust, Gentlemen, the conduct of the officers and crew of this transport will meet your approbation, as not only a very valuable vessel has been prevented from falling into the hands of the enemy, but it will render the enemy in future less enterprising in the attack of our vessels, when passing through the Straits : and I humbly hope, that the wounded men (in case either of them should lose a limb, or die in consequence of their wounds) or their families, will be recompensed accordingly.

His excellency the commander of the forces has been pleased to manifest his satisfaction on the occasion, by directing military honour to be paid on the interment of the deceased brave master, which took place on Sun-

day last. The chief mate and two men have been received into the general military hospital, and I am happy to add, are doing as well as can be expected.

I have the honour to be, &c.

THOMAS WITHERS,  
Agent for Transports.

## HYDROGRAPHY.

### ENGLISH CHANNEL.

**T**HE Alert, Adams, master, of Ramsgate, from Portland for Milford, put into Mount Pier on Sunday, 22d July, having struck on a sunken rock off the Lizard; which rock, Captain Adams says, is not laid down in any chart. It bears S. by E. from the Stags.\*

### LEVANT SEAS.

Egypt.—A shoal discovered in 1801 by his Majesty's ship *Victorieuse*, on that coast, with four fathoms water upon it, and eight fathoms around it, bearing from Arab's Tower N.E. by N. and from a remarkable palm-tree W. by N.  $\frac{1}{2}$  N. distant from the nearest shore three miles.

A bank discovered on the same coast by his Majesty's ship *Cameleon*, with fifteen feet water on it, and from seven to eight fathoms within it. It lies in length E. and W. but not very wide. The bearings for the E. end are the trees and *Minarehs* (steeple) of Damiatt S.S.E. The *Minareh* of Lesbeh S.E. by E. Western Castle E.S.E.  $\frac{1}{2}$  S. Eastern do. E. by S.  $\frac{1}{4}$  S. distance off shore 10 miles.

N.B. Variation of compass correctly observed at Alexandria, 1799, 13 deg. 6 min. W. F. R. S.

### SHOAL IN THE CHINA SEAS.

THE following account of a dangerous shoal, met with in coming down the China Seas, is copied from the journal of Captain Askwith, of the Elizabeth:—

“ At 10 A.M. looking over the side, perceived coral rocks under the ship's bottom, instantly ordered the helm a-weather to wear; when before

\* It would be desirable that in making such reports, the parties would not omit stating whether the bearings be by compass: this omission being the cause of perplexity to hydrographers in determining the position of dangers, and consequently depriving navigators of the benefit in a great measure of such discoveries.

the wind  $\frac{1}{2}$  less than five fathoms with the deep sea lead. In coming to the wind there was so little water under the bows, I expected the ship would have struck in pitching; when round, eight fathoms. Less water was seen on the shoal to the southward from the fore-yard.

|                                                                            |             |
|----------------------------------------------------------------------------|-------------|
| Latitude of the shoal .....                                                | 7° 11' N.   |
| Longitude by chronometer .....                                             | 107° 33' E. |
| Meridional distance from Canton, which we<br>left the evening before ..... | 54' E.      |

### DESCRIPTION OF A REEF AND SHOAL OFF PORT DALRYMPLE, NEW ZEALAND.

THE ship *Hebe*, Captain Leigh, which sailed from Port Jackson, the 24th of March, 1808, was wrecked on the 15th of June, 1809, on an unknown reef in Bass's Streights, off Port Dalrymple, Van Diemen's Island: the commander and all the crew, except one Lascar, were saved.

The following is the bearing of the shoal, as detailed by Captain Leigh, to Lieutenant-governor Patterson:—

“ The reef on which the *Hebe* struck, and was the occasion of her loss (which I beg leave to name after her) bears from the flag-staff on Point Clarence W.  $\frac{3}{4}$  N. by compass, about five miles distant, and may extend farther to sea, as I think the *Hebe* went over the middle of it; it is very dangerous, never being dry, though at low water spring tides, the water is discoloured over it, which I have seen on the flag-staff on Point Clarence, at the above bearing. The *Hebe* was on it at the top of high water, drawing 13 feet, and had not less than  $2\frac{1}{2}$  fathoms, the swell being rather high; it has no connection with the western reef, but bears from it about N. by W. true, I suppose two miles distant; the outer breakers on the western reef, bear from the flag-staff W. per compass: Mr. Flinders's bearing being the same.

### MARINE ZOOLOGY.

*Extract from the Log-Book of the Sarah Millner, Captain Cracklow, of Kingston, Jamaica, on a Voyage from thence to Baltimore.*

September 9.—**A** PERFECTLY calm and smooth sea, out three days. At 5 P.M. a breeze sprung up. At 12 o'clock in the night, a remarkable occurrence took place—we felt the vessel to receive a severe and sudden shock, which astonished all hands, and for which we were at a loss to account. Some time having elapsed in various surmises, the mate discovered that a large sword fish had struck us, which was unable to extricate itself, being fastened in the timbers—the vessel sprang a moderate leak immediately. Length of the fish, 25 feet, and seven feet round



by computation, and remained fastened to the vessel six or seven hours, when he broke off, apparently dead—breeze seven knots—lat. 18 deg. 30 min.

I do certify, that the above extract is correct, and the facts stated therein are true.

NATHANIEL J. CRACKLOW,  
Captain of the schooner Sarah Millner.

When the schooner arrived here she was hove down and examined, and the sword was found about three feet from the keel, as heretofore stated by Mr. Badger, it having run in rather an oblique direction. I have been thus particular, in order to place the possibility of imposition beyond a doubt.

Baltimore, 15th November, 1809:

A CITIZEN.

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## PLATE CCCXVII.

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**I**N furnishing an illustration of the annexed plate, we can add but little to the very copious and interesting account of Messina, which will be found in our XVIIth Volume; \* accompanied by a view of the Streight, or Fare, of Messina, with a portrait of Lord Nelson's flag-ship, the Foudroyant, standing through that celebrated streight.

The city of Messina, which is situated in longitude 33 deg 30 min. east of Ferro, latitude 38 deg. 10 min. north, on the eastern coast of Sicily, towards the Streight, claims the prerogative of being styled the capital of the kingdom; but the precedency is disputed with it, by Palermo. It is large, and tolerably well built; partly near the sea, and partly on rising ground. Charles the Vth, in the year 1535, built four castles for its protection; and, at present, besides an irregular fortification, it has a citadel, of five large and regular bastions, and several eminences, also defended by forts. The city has four suburbs; one of which is inhabited only by fishermen, the entire population not exceeding 20,000: It is the see of an archbishop, who has a large and well-built palace. The churches and convents are numerous, and generally elegant, with considerable incomes. The monks of Messina formerly pretended, that they were in possession of a letter, which had been written to the inhabitants by the Virgin Mary!—The general hospital, called *La Loggia*, is one of the most beautiful public buildings in the city; besides which, there is a large and rich hospital, and near it a handsome, spacious, and well regulated lombard-house.

The harbour of Messina is of an oval form, large, and towards the Fare inclosed by a crooked neck of land; on the broadest part of which, to the east, stands the citadel: towards the west end, is a fort, called St. Salvador, which defends the narrow entrance to the harbour. Near this neck of land is the Lazaretto, built upon a rock which projects out of the sea.

Messina was declared a free port in the year 1723; since which period,

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\* *Vide* page 309.—The engraving is by HALL, from a drawing by Mr. Pocock.

the trade of the city has gradually declined ; though, till the unprecedented commercial restriction of the present war, it continued to be considerable. A yearly fair is holden at Messina, in August, at which great quantities of foreign goods used to be exposed for sale.

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## CORRECT RELATION OF SHIPWRECKS.

## No. XLII.

Again the dismal prospect opens round,  
The wreck, the shore, the dying, and the drown'd.

FALCONER.

## LOSS OF THE SIRIUS.

(From HUNTER'S *Historical Journal of the Transactions at Port Jackson and Norfolk Island.*)

(Concluded from page 55.)

OUR distress did not occasion us to forget that the 4th of June was the birth day of our much-beloved sovereign. On the morning of this day the colours were displayed, and at noon three volleys of musketry were fired by the marines as an acknowledgment that we were Britons, who, however distant and distressed, revered our King, and loved our country.

The seamen having but little to do on the wreck, were now employed in clearing ground for a garden, that they might have a few vegetables to lengthen out their pittance of provisions. About the middle of this month, I sent some sailors on board to see if any alteration had taken place in the wreck, that might render it possible to get at the best bower and sheet cables, or any cask from the hold ; but it was found impracticable, from the orlop and lower decks lying down on the contents of the hold. On the 6th of July a convict man who had been out in search of birds, reported, that he had been robbed of his shirt by three other convicts, who, being too lazy to work, had left the business they had been employed at, and had taken shelter in the woods : and as it became necessary to check an evil of so dangerous a nature as early as possible, lest from any inattention to it many of the worthless characters, which were now upon the island, might be encouraged to assemble in considerable numbers, to the very great annoyance of the more industrious part of the settlement, the lieutenant-governor directed two small parties of marines, and expressed a wish that I would also order two parties of the seamen, who might probably be less suspected of any design, to apprehend them. Each man sent upon this duty was provided with a ship's pistol, and a few charges of powder and ball : in the evening of the same day on which the parties went out, the culprits were brought in, pinioned by two of the seamen who had been

sent after them. A few days after, a court martial was assembled for the trial of the above convicts, and they were sentenced to receive 300 lashes each.

The *Sirius's* men were now wholly employed, when the weather would admit, in fishing for the settlers; and when the surf was too high, in making fishing lines and hooks. A party of marines, and all the convicts, were employed in clearing the ground for corn and potatoes. On the 24th of July, there being at that time no more than ten or twelve days' salt provisions left, at the short allowance before mentioned, and as birds, though growing scarce, were yet still to be had, it was judged necessary by the lieutenant-governor and council to stop the salt provisions entirely during the time which birds were to be caught; so that the ratio now was three pounds of flour, and one pint of rice per week, or in lieu of the flour, the same quantity of Indian corn meal, or wheat, ground, with the husks and bran in the meal.

The people in general were now reduced so low in bodily strength for want of a sufficiency of food, that much work could not be expected; however, it was absolutely necessary that something should be done to get seed into the ground. A considerable portion of the cleared land was planted with potatoes, as the first thing from which we could expect any relief.

On the 4th of August, one of the seamen who had been walking towards the south-east part of the island, casting his eyes towards the sea, saw a sail; without waiting a moment to examine her particularly, he ran back with as much speed as possible, calling out as he ran, a ship! a ship! This news was all over the settlement in a few minutes, and men, women, and children were hastening in different directions to welcome the expected relief. I took a spy glass in my hand, and went to the place from whence the ship had been seen, and there to my very great happiness, I observed a ship with an English ensign flying, not more than six or seven miles off shore; the wind at this time blowing strong from south-west, it was not possible for her to appear off Sydney Bay; she therefore wore, and seemed to intend going under the lee of the island, in order to land a boat there. Captain Johnstone, of the marines, and myself, agreed to walk across the island, and receive them. We set off, and when we arrived at the sea side, it is impossible for me to describe our feelings, when we observed the ship before the wind, and making sail from the island. We did all we could to shew ourselves, but they did not think proper to speak to us. The effect this disappointment had upon every individual on the island will be easier to conceive than to express by words. Every one agreed in opinion, that it would have been much better if no ship had been seen. There surely was an appearance of a great want of the common feelings of humanity in the commander of this ship; for although we afterwards knew that he had no relief for us, he had it in his power to have given us some comfort, some hope of relief being at no great distance; that would, in a considerable degree, have relieved the anxiety of mind under which we had laboured for five months past, and he would not have lost two hours in doing it.



As Captain Johnstone and I were on our way home, lamenting our disappointment, it struck me that this ship must be from Port Jackson, and that the commander was bound for China, had nothing on board for the island, and, therefore, did not choose to lose any time; but if the conjecture should be just, he must have known from our friends what the probable state of the island was, and, therefore, might readily suppose that five minutes conversation would have been a vast relief to our anxiety. After having determined to believe that he was from Port Jackson, and that we should soon have something from thence, we kept a very good look out, and, to our great happiness, on the 7th a ship was discovered in the offing, and towards the evening another appeared in sight; the surf being low, a boat was sent immediately off to go on board the nearest: they proved to be the *Justinian* and the *Surprise*, from Port Jackson, with provisions for the relief of this island, and with an addition to the number of convicts, of about 200. The masters informed us, that five ships had arrived in New South Wales with 980 convicts, and provisions for the settlement, and that they had been arrived about two months; a delay of great length, when it is considered that our situation, when the governor last heard from us, was rather an alarming one: nothing had been saved out of the wreck of the *Sirius*, so that there was no certainty that we had been able to exist. Such were the reflections that I made during a moment of anxiety, and which, in a period of quiet, I do not wish to repeat.

We received information by these ships, of the unfortunate accident which befel his Majesty's ship *Guardian*, in her passage to this country, with provisions and stores; and also that the *Gorgon* was fitting, to bring farther supplies, with another lieutenant-governor who commanded a corps that had been raised for this particular service, the marines being ordered for England.

The *Justinian* and *Surprise*, by the good fortune of an uncommon time of fine weather, were cleared in a little more than three weeks, and proceeded upon their voyage to China on the 30th. If these ships had been here two months before they did arrive, the weather was such that they could not have been cleared two days before the time that they were. We were now looking out eagerly for the arrival of the *Gorgon*, which ship, the governor informed me by letter, was to take the *Sirius's* crew and marines off this spot, which has cost me so much distress.

As soon as the above ships arrived, and we had communication with them; for their safety, as well as for the more expeditiously landing the provisions, I sent Lieutenant Bradley on board the one, he being now perfectly acquainted with the set of the tides, their uncertainty, and all the other dangers around the island; I also sent Mr. Donovan, a midshipman, on board the other, he having been near two years upon duty on this island, and was well acquainted with the above particulars: this assistance enabled them at all proper times to make more free with the shore. Mr. Keltie, the master of the *Sirius*, and Mr. Brooks, the boatswain, attended with me the whole day at the landing place; the boats employed on this business were manned by the *Sirius's* crew; so that every possible attention

to prevent danger or accident was used ; but, notwithstanding which, on the 17th of August, in what was considered as good landing, one of the boats, in coming into the passage, was overtaken by a succession of heavy surfs, which threw her on one of the reefs, where she parted in less than two minutes, and seven people were drowned. I was with several other officers within twenty yards of them, and with at least thirty people beside, and could render them very little assistance. Of the persons who were drowned, there were two of the boat's crew, who belonged to the *Sirius* ; three women convicts who were coming from the ship in this boat, a child, and one convict man, who went off with many others to try to save the women. There were two women brought on shore, by the exertions of the people on the reef, who were, when landed, apparently dead, but recovered by the surgeons ; one was the mother of the child which was lost ; one convict man, who was exerting himself to save others, was himself brought on shore apparently drowned, but was also brought to again. The people who were lost, were carried out by the outset from the shore, which at a certain time of the tide is so strong that a boat can scarcely pull a-head against it even when calm. This serves to convince me of the unfounded illiberality of an observation which I have seen in a publication, lately come out from England, wherein it is mentioned, when speaking of this island, that there was a boat's crew drowned at a certain time, but that it was occasioned by the imprudence of the midshipman, who did not attend to the orders which were given him : yet certain it is every officer here, at this time, was fully satisfied it had not been in his power to obey, owing to the outset above mentioned : and, therefore, it is equally certain, the reflection upon that gentleman's conduct was highly unjust. If there had been any act of imprudence committed at that time, it was not by the midshipman, whose duty it was to obey orders, but sending in that narrow and intricate passage, one boat to meet another, where they must be in each other's way, and subject, by that means (if a surf should rise at the moment) to very great danger. I found it necessary, in unloading the ships which arrived at this time (in consequence of seeing the boats going out and meeting those coming in considerably endangered by the entangling their oars, so narrow is the passage in its most dangerous part) to give orders that no boat should put off from the shore, when a loaded boat was near in, nor, indeed, until such loaded boat was safely landed.

The arrival of supplies for our relief at this very critical juncture, was truly comfortable, and a strong instance of the kindness of Divine Providence to us : for our great and, indeed, only resource began to fail us very fast,—the Mount Pitt birds, on which it may justly be said we had for a very considerable time principally lived, were now very scarce ; many people who went out to catch them, were, frequently, after remaining a whole night on the ground, where they were, during the plentiful season, so very numerous, contented to bring in six or eight birds, and were sometimes unable to find one. The fish also failed us entirely ; for the ships, during the time they were cruising about the island and landing the provisions, did not catch one fish : it will, therefore, appear, that had not these supplies

arrived so timefully, or had they been detained six weeks longer, through any accident, or other cause, what a deplorable situation we should have been reduced to: thank God, such consequences as must have attended it, were prevented by this providential relief, and the dejected gloom, and pale sickly look, which was to be seen in every countenance, now gave way to a chearful and happy appearance of satisfaction.

In the month of January, 1791, finding it impossible to get any of the remaining stores out, which were under the lower and orlop decks of the wreck, I determined to attempt getting the guns out, which until then I did not incline to try; the gun-deck being in so infirm a state, I was suspicious, that by moving the guns which had hitherto (being housed) hung chiefly by the bolts in the side, it might cause the deck to fall in, as the beams, from the opening of the ship's sides, did but barely keep hold of the clamp, the bolts of the knees being all broken: had this deck fallen in upon the others, it would have prevented every endeavour to save such stores as were under it; and which, from time to time, by the alterations which every heavy surf made on the wreck, we were sometimes enabled to get at: however, after every thing, which there was any possibility of getting at, was saved, we began with the guns, and in a few days got every gun and carriage on shore, by means of a traveller upon a nine-inch hawser; there were only of our ordnance two carronades lost, which were carried away by the fall of the masts.

We had just completed this business of the guns, when a sail was discovered in the offing, which we all believed to be the Gorgon, that we had so long expected; but upon her nearer approach, we discovered it to be the Supply armed tender. She had been, upon her return from Norfolk Island with the account of our misfortune, immediately despatched to Batavia; where Lieutenant Ball was directed to endeavour to hire a vessel, and to load her with such articles of provisions as he could procure, for the relief of the settlement: this service Mr. Ball succeeded in; having procured a Dutch snow, of about 300 tons, and put on board such provisions as he could procure; consisting of beef, pork, flour, rice, and various hospital stores. The season, at Batavia, while the Supply was there, was very sickly; he lost many of his men by fevers, and among the number was Mr. Newton Fowell, the second lieutenant of the Sirius, who had been put on board to assist in bringing the vessel, which might be hired, to Port Jackson. I was exceedingly concerned for the loss of this young gentleman, who was a good, well-disposed, and promising young man. Mr. Ross, the gunner of the Sirius, who had been left at Port Jackson on duty, when she sailed for Norfolk Island, died also at Batavia: he had been put on board the Supply, in order to be landed at Norfolk Island, if she should be able to reach that place in her way to Batavia. After the return of the Supply to Port Jackson, she was found to require some repairs, which having been compleated; she was ordered upon the service wherein we now found her, viz. bringing a few stores for Norfolk Island, with orders to embark the remaining officers and crew of the Sirius, and to return with them to Port Jackson. This information I received with joy, as our situation was now



become exceedingly irksome: we had been upon this small island eleven months, and during great part of that time, through various causes, had been oppressed by feelings more distressing than I can find words to express. On the 11th of February I embarked, with the officers and ship's company, on board the *Supply*, having taken my leave of a place which has cost me so much distress and vexation. We had fine weather during our passage to Port Jackson, where we arrived on the 27th, and were kindly and hospitably received by all our friends there.

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## NAVAL LITERATURE.

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*Travels in various Countries of Europe, Asia, and Africa, by EDWARD DANIEL CLARKE, LL.D. Cambridge. University Press. 1810. Part I. pp. 759. Quarto.*

THE author's modesty in presenting himself to public notice on the title page, leaves to us the office of a more particular designation of his rank in society, as well as in the republic of letters, by introducing him to the reader as professor of Mineralogy to the University of Cambridge, rector of Harleton, in Cambridgeshire, and of Great Yeldham, Essex; as the author of an elegant and interesting account of Greek marbles brought from the Levant and deposited in the University library; (*Edinb. Review* XXX.) and of a most useful but unassuming work in his peculiar province of the sciences, entitled, *Syllabus of Lectures in Mineralogy, with a Synopsis exhibiting the new classification of Minerals.*

The following is a general statement of the contents of this valuable Volume:—After the preface, tables of Russian measure, weight, and money, explanatory catalogue of no less than 50 plates, maps, and charts, and 32 vignettes, by which the work is embellished. The first chapter opens the subject by some preliminary observations on the state of public affairs at St. Petersburg in 1800; strange conduct of the Emperor Paul; and insolence of the Russian police. The second treats of the author's journey from St. Petersburg to Moscow. The third gives an account of Novogorod. The fourth to the ninth inclusive are occupied by Moscow. The tenth conducts the reader from Moscow to Woronetz. The eleventh from Woronetz to the territory of the Don-Kosaks: which district is described in the two following chapters. The fourteenth gives the voyage down the Don to Azof and Taganrog. The fifteenth is descriptive of the European and Asiatic shores of the *Pallus-Mæotis*. The sixteenth relates the journey through Kosban Tartary to the frontier of Circassia. The seventeenth, that along the Circassian frontier to the Cimmerian *Bosporus*. The eighteenth from thence to Caffa. The nineteenth from that city to the capital of the Crimea. The twentieth from that metropolis to the Hæraclæotic Cherso-

nicus. The twenty-first from this district along the southern coast of the peninsula. The twenty-second describes a second excursion to the *minor* peninsula of the Heracleotæ, in company with the celebrated professor Pallas. The twenty-third leads us from the Krimea, by the isthmus of Perekop, to Nicolaëf. The twenty-fourth, Nicolaëf to Odessa. The twenty-fifth wafts us across the Black Sea to Inneada in Turkey. The twenty-seventh chapter finally lands us safe at Constantinople. To which is added an appendix, containing, 1st, a letter from Count Soltikof, governor of Moscow, explaining the author's restrained situation in Russia. 2d. Suvarof's military instructions for the use of the Russian army. 3. Account of English commerce in the Black Sea, extracted from the *NAVAL CHRONICLE*,\* and most liberally acknowledged by Mr. Professor Clarke. 4. Extract from the log-book of the brig *Moderato*, during the author's voyage in the Black Sea (which we mean to present to our readers.) 5. List of all the plants collected in the Krimea. 6. Meteorological tables, with comparative statement of the corresponding temperature in England. 7. Itinerary, with the distances from place to place in miles and *Versts*.

The travels, of which the preceding is a compendium, were performed in company with John Marten Cripps, M.A. of the same college as our author (Jesus), and of Lewes, Sussex, in portraying whom as "his friend, the cause and companion of his travels," the author says, (and we happen to be able to testify to the fidelity of the portrait) "To his unceasing ardour in prosecuting every enterprize, was added a mildness and suavity of manners, which endeared him to the inhabitants of whatever country he visited. The constancy and firmness he preserved through all the trials and privations of a long and arduous journey, as well as the support he rendered to the author in hours of painful and dangerous sickness, demand the warmest expressions of gratitude. The plants collected during the *route* were the result of their mutual labour; but the whole of the meteorological statement in the appendix, together with the account given of relays and distances, are due to his patient observation and industry."

After a due tribute of gratitude to Lord Whitworth, to whose kindness, while minister at St. Petersburg, the author ascribes the very existence of the present Volume, Mr. Professor Clarke proceeds with exemplary candour and self-denial, by acknowledging his obligations to the following persons for useful assistance in various branches towards the enrichment or embellishment of the work, *viz.* to his lady, Mrs. Angelica Clarke; Reginald Heber (the bard of Palestine †): the Rev. I. Carr; Mr. Wilkins (author of the antiquities of *Magna Græcia*); Mr. R. B. Harraden; and to A. B. Lambert, F.R.A. and L.S.S. (the present possessor of the curious *Herbarium* of Pallas, procured by Mr. Cripps, during his residence with the professor, and brought to England in the *Braakel*, by the late Captain George Clarke, R.N. the author's brother, 1805.) The preface from whence we have culled the foregoing acknowledgments, not unaptly concludes with the

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\* *NAVAL CHRONICLE*, Vol. XXI. page 216.

† *NAVAL CHRONICLE*, Vol. XI. page 390.

following quotation from Shaftesbury's advice to an author; with which the confined limits of a monthly publication oblige us reluctantly to close our revision of this highly interesting book for the present.

"So enchanted are we with the travelling memoirs of any casual adventurer, that, be his character or genius what it will, we have no sooner turned over a page or two, than we begin to interest ourselves in his affairs. No sooner has he taken shipping at the mouth of the Thames, or sent his baggage before him to Gravesend, or to the buoy of the Nora, than straight our attention is earnestly taken up. If in order to his more distant travels, he takes some part of Europe in his way, we can with patience hear of inns and ordinaries, passage boats and ferries, foul and fair weather, with all the particulars of the author's diet, habit of body, his personal dangers and mischances, on land and sea. And thus, full of desire and hope, we accompany him, till he enters on his great scene of action, and begins by the description of some enormous fish or beast."

[To be continued]

— "You know  
What great ones do, the less will prattle of."

SHAKESPEARE. *Twelfth Night.*

THE circumstances alluded to in the following law report having furnished fruitful topics of naval conversation at the time, we have been the more glad of this communication by a literary friend; as we are anxious that no facts connected, directly or indirectly, with the naval profession, should be omitted in a work which we are ambitious to render worthy of being consulted as an authority by naval historians; as well as a mere vehicle for the gratification of temporary curiosity. The original bears the imprint of I. and I. Walter, which is the only clue we possess to its origin, not possessing the advantage of a direct intercourse with any of the respectable parties therein named. We therefore disclaim any personal bias for reprinting this narrative, and refer to the motto of this article for a sufficient motive.

#### IN THE KING'S BENCH.

ON Tuesday, the 6th of November, 1804, application was made to the Court of King's Bench, by the Hon. *Thomas Erskine*, for leave to file a Criminal Information against *William Hawker Bourne*, *John Budd*, and *George Sidney*, for a Libel; which the Hon. and Learned Counsel stated to be part of a wide and deeply-laid Conspiracy to wound the Earl of St. VINCENT in the opinion of the public, and to bring into disrepute the Administration of the *Naval Department* of the Kingdom. The affidavits of the Earl of St. VINCENT and of BENJAMIN TUCKER, his Secretary, were read as follows; viz.

"The Right Honourable JOHN Earl of St. VINCENT, of Rochetts, in the county of Essex, and BENJAMIN TUCKER, of Lisson-green, in the parish



of St. Mary-le-bone, in the county of Middlesex, Esq. severally make oath, and say; and first, this Deponent BENJAMIN TUCKER, for himself, saith, That some time in or about the middle of the month of April last past, the said Earl of St. VINCENT, then being the First Lord of the Admiralty, and this Deponent being one of the Secretaries to the Admiralty; W. H. BOURNE, of Harley-street, in the parish of St. Mary-le-bone, in the county of Middlesex, Esq. called upon this Deponent at the Admiralty-office, and informed him, that a pamphlet was written, containing an attack upon the Board of Admiralty: that this Deponent answered, they were not conscious of having any vulnerable part; that they acted upon the broad basis of truth and integrity, and would be ready to meet any question that related to their conduct; that the said Mr. Bourne replied, that he had but just dipped into it, but could see that it was plausible, and written so as to catch the attention of the public: to which this Deponent answered, that he was sorry for it, as it would give him the trouble of replying to it; and that he had enough to do from morning to night, without writing pamphlets: That the said Mr. Bourne then offered to procure this Deponent the perusal of the manuscript of the said pamphlet, before it went to the press; and, accordingly, in a few days afterwards, the said Mr. Bourne brought a manuscript to this Deponent: that this Deponent, upon perusing it, found it replete with the most scandalous abuse, both of Lord St. Vincent, and of Rear admiral (then captain) Sir Thomas Troubridge, and Rear-admiral (then captain) Markham (who were then also two of the Lords Commissioners of the Admiralty); and also of this Deponent; and with false statements and gross libels, as well on Lord Spencer's, as on Lord St. Vincent's administration of the Admiralty. And this Deponent, Benjamin Tucker, further saith, that, in a day or two afterwards, the said Mr. Bourne called for the said manuscript, when this Deponent told him, that it contained falsehoods from the beginning to the end, which it would not take this Deponent many hours to expose and refute; that the said Mr. Bourne answered, he was glad to hear this Deponent say so; and then asked, if there was any part of it that it was wished to expunge; or used words to that effect: that this Deponent replied, that it contained nothing but falsehoods, which might easily be proved to be so by official documents; but that, unfortunately, every man in a public situation was exposed to the abuse of the malignant, which he was obliged to submit to, and that he (this Deponent) could not complain of having a share with such men, or in words to that effect: and this Deponent observed to the said Mr. Bourne, that one part of the said pamphlet was particularly calculated to do this Deponent a serious injury, by representing him as presumptuously giving his opinion on matters at the Board, the same as if he was one of the Lords of the Admiralty, than which nothing was farther from his character. And this Deponent, Benjamin Tucker, further saith, that in a few days afterwards, the said Mr. Bourne called again, and brought a pamphlet with him, which appeared to have been printed from the said manuscript, and in which the passage, which this Deponent had pointed

out as likely to injure him, was omitted : and the said Mr. Bourne observed to this Deponent, that the said pamphlet would be advertised for sale immediately, and added, that he felt exceedingly at the circumstance, as he thought it was calculated to do much mischief : that this Deponent replied, he could not see it in that point of view, as 'he would' prove the whole to be false : that the said Mr. Bourne then mentioned two or three passages, which he called strong ones, the fallacy of which this Deponent instantly shewed him : that much conversation ensued, during which the said Mr. Bourne observed, that he had no doubt but that this Deponent would be able to prove the fallacy of the statements, as he had said, but that there were many persons who would read the charge, and would not read or attend to the defence : to which this Deponent replied, that he was totally indifferent about the good opinion of such men, and that it was not worth having. That at last the said Mr. Bourne said he knew something of the author, and thought the said pamphlet might be obtained, or used words to that effect. That this Deponent instantly replied, that Lord St. Vincent would not give sixpence to suppress or stop the circulation of that, or of all the pamphlets in the world, or that could be written against him, nor would he walk across the room to prevent any man living from reading them ; for that, as this Deponent had before observed, his lordship acted on the broad and firm basis of truth and integrity, and defied the malignant falsehoods of his enemies. That the said Mr. Bourne appeared to be much shocked at this Deponent's mentioning money (in the expression of sixpence, as before mentioned), and said that no such idea had ever come into his head ; that he only wished to have the opportunity of manifesting his high respect and gratitude towards Lord St. Vincent : to which this Deponent could, and did only reply, that the author of the pamphlet must do with it whatever he thought proper. That the said Mr. Bourne then made a tender of his services to assist in writing a reply to the said pamphlet. That this Deponent thanked him, and said he was not aware that he, this Deponent, should stand in need of any aid ; but if he did, that he would ask it of him without ceremony. That the following morning this Deponent received a letter from the said Mr. Bourne, in the words following :—

" DEAR SIR,

*Sunday Morning, 6th May, 1804.*

" I yesterday informed you, that in offering to endeavour to possess you of the pamphlet, the respect and sense of obligation by which I had before been actuated, were then stimulated by a desire to evince my disinterestedness in serving those who ceased to have the power to make a return.

" I now find, that the statement in the Morning Post was premature ; and one of my brothers has just observed, that if you knew the fact, without being apprized of the fabrication, you might have supposed I meant to attach some condition to my interference. I am shocked at the possibility of my motives being misconstrued.

" If you are able to disprove the statements, which I doubt not is the case, you will be benefited by a publication, which affords an opportunity to bring forward what might appear indecorous, except in repelling unmerited attack ; for mere invective militates only against those who use it : but should you and Lord

St. Vincent conceive the pamphlet calculated to have injurious operation, I am persuaded I can possess you of the entire impression; and with the same inviolable confidence which has attended our communications, I will do so.

"I shall only add, that I neither did, nor do look for more than the high gratification to demonstrate the zealous respect for Lord St. Vincent, with which I have the honour to be,

Dear Sir, your much obliged, and most obedient servant,

"Benjamin Tucker, Esq.

"W. H. BOURNE."

"And after the receipt of the said letter on the same day, the said Mr. Bourne again called upon this Deponent at the Admiralty-office, when much of the conversation of the preceding day was repeated, and ended in the same manner, by this Deponent's declaring, that the author of the said pamphlet must do with it whatever he thought proper. That the next morning this Deponent received another letter from the said Mr. Bourne, in the words following:—

"DEAR SIR,

"Monday Morning, 7th May.

"After what passed yesterday, you may be surprised to again hear from me on the subject of the pamphlet; but judging in some degree from myself of your and Lord St. Vincent's displeasure at the unwarrantable manner in which he and some other gallant and meritorious officers have been treated, I conceive it possible, that conscious rectitude and those dignified feelings for which I honour him, may have excluded all prudential considerations in determining the answer you then gave me.

"Accustomed to seek his enemies, and to overcome them, danger inspires in his Lordship only sentiments of defiance; whilst I, viewing it like Yorick, would avoid a contest, 'from a terror, that though I conquer, I may still get a hurt in the combat.'

"Already possessed of the hearts and the judgments of the better part of society, Lord St. Vincent cannot rise, though it is impossible he should fall in their estimation; but besides that, from various circumstances, there are always more who attend to a charge than to its refutation: what credit could he or his friends expect to obtain in a trial of skill with Grub-street? No mongrel should bay him, if I could kick the cur away.

"Under this sentiment I have obtained the copy, and seven hundred of those pamphlets, being the entire impression; and shall send them to your house to-morrow morning (unless you previously direct where else they shall be sent), in order that you may put them in the fire, if you choose to avoid the trouble of a reply, or forward them to the respective publishers, should you and Lord St. Vincent conceive it possible that a refutation of the charges could add to the plenitude of his honour.

"I beg to assure you how truly and how much I am,

"Dear Sir, your obliged and obedient servant,

"Benjamin Tucker, Esq.

"W. H. BOURNE."

"And this Deponent, BENJAMIN TUCKER, further saith, that he made no reply whatever to the said last stated letter; and on the following day, eight bundles of the said pamphlet, and a roll containing a manuscript, were brought to and left at this Deponent's house in his absence, but by



whom this Deponent does not know : that he believes the said manuscript which was so left at his house, is the same that was shown to him at the Admiralty, as above stated ; and that the said eight bundles of pamphlets appeared to be of the same impression with the pamphlet which was shown to him by the said Mr. Bourne, as above deposed ; but that, upon examining the said manuscript with one of the printed pamphlets, which this Deponent hath done, this Deponent finds that they do not exactly correspond with each other ; that some passages in the manuscript are omitted in the printed copy, and that one passage in the printed copy is not in the manuscript ; but that, upon the whole, they are evidently the same work. And this Deponent further saith, that the said pamphlet was advertised for publication in the beginning of the month of May last, in several newspapers ; that it was entitled, “ Naval Administration. A Letter to the Earl St. Vincent, K.B. &c. &c. &c. pointing out numerous instances of incapacity and misconduct in the present Board of Admiralty, &c. &c. &c.—By Aristides.”

[The passages of the pamphlet stated—

That his Lordship dreaded inquiry, and dared not to agitate any question that might produce investigation ; and that his Board had been too much engrossed in plans to annoy the defenders of the country, to have time to think about its enemies.

That his Lordship had endeavoured, by intimidation and threats, to make Sir Andrew S. Hammond resign his situation as Comptroller of the Navy, in order that he might appoint his secretary to that office ; and that the Admiralty Board had ordered the private correspondence of Sir Sidney Smith to be opened.]

“ And this Deponent, BENJAMIN TUCKER, further saith, that in or about the beginning of July last a pamphlet was published, purporting to be printed for John Budd, of Pall Mall, by George Sidney, of Northumberland Street ; and which said last-mentioned pamphlet is entitled, ‘ *Adi Alteram Partem*,’ being a Reply to the Misstatements of an answer to Mr. Pitt’s Attack upon Earl St. Vincent, and the Admiralty,’ wherein it was stated—

“ That his Lordship had endeavoured to remove Sir A. S. Hammond, in the manner stated in the suppressed pamphlet ; and had offered Sir Charles Saxton and Commissioner Fanshawe, pensions to the amount of their full salaries, provided they resigned their situations ; that Sir William Bellingham had been superannuated on a pension of 1000*l.* per annum, to make way for the brother of Captain Markham ; that his Lordship had given 3,000*l.* of the public money, for the suppression of the Pamphlet, called ‘ Aristides,’ an act neither parsimonious nor honest ; that his Lordship dreaded inquiry, and dared not to agitate any question which might produce investigation ; and that his Board was too much engrossed in plans to annoy and torment the defenders of the country, to have time to think of its enemies.

“ That had the Admiralty Board done its duty, it might have apprized Admiral Rainier of the war, and Linois, with his whole squadron, would have been captured.

“ That the loss of the Apollo, and the greatest part of her convoy, was entirely ascribable to the orders she received to make the coast of Spain, in order

to give protection to the ships bound to Portugal, because they had no other ship of war ready to perform that duty.

“ That the *recall* of Lord Nelson was determined upon, for having ventured to state the want of stores for his fleet, and the neglect of the Admiralty, and that private correspondence had been violated, as stated in the suppressed Pamphlet.”

“ And the said EARL, for himself, upon his oath, saith, that there never was any endeavour or attempt whatever made by him, or by any person by his authority, direction, consent, or procurement, or with his knowledge or privity, to remove Sir Andrew Snape Hamond, or any Commissioner of his Majesty's dock-yards, from his or their situations: that this Deponent never did, nor did any other person by his authority, direction, consent, or procurement, or with or to his knowledge or privity, ever intimate to the said Sir Andrew Snape Hamond, that his resignation of his office of Comptroller of the Navy would be agreeable to this Deponent; nor did this Deponent, nor did any other person by his authority, direction, consent, or procurement, or with his knowledge or privity, ever threaten the said Sir Andrew Snape Hamond with any public or other inquiry into his conduct, as Comptroller of the Navy, or offer or propose to waive any such inquiry, provided he the said Sir Andrew Snape Hamond would resign his said office. And this Deponent, upon his oath, further saith, that no offer of pensions to Sir Charles Saxton, and Commissioner Fanshawe, to the amount of their full salaries, or to any other amount, provided they resigned their situations, were ever made by this Deponent, or by any person, whatever, by his authority, direction, consent, or procurement, or with his knowledge or privity. And this Deponent, the Earl of St. Vincent, upon his oath, further saith, that Sir William Bellingham did make repeated applications to this Deponent, stating his inability, from ill health, to attend the duties of his office, and requesting to be permitted to retire on a pension, and that he this Deponent did not accede thereto, until it was officially represented by the said Sir William Bellingham, to the Board of Admiralty, that the ill state of his health would not admit of his attending to the duties of his office, as a Commissioner of the Navy; upon which this Deponent, in consideration of the services of the said Sir William Bellingham, as Receiver of the Sixpenny Office, and as a Commissioner of the Victualling and Navy successively, did advise his Majesty, that the said Sir William Bellingham might be superannuated on a pension of 700*l.* per annum, and no more. And the said Sir William Bellingham was, accordingly, superannuated upon that pension. And this Deponent, upon his oath, further saith, that he so advised his Majesty solely for the reasons above stated, and not for the sake, or with the view of making way for Mr. Osborne Markham, the brother of Rear-admiral (then captain) Markham, as stated in the said last-mentioned pamphlet, who was not in this Deponent's contemplation as the successor of the said Sir William Bellingham, at the Navy Board, until some time after the retirement of the said Sir William Bellingham had been settled. And this Deponent in his conscience believes the said Mr. Markham to be one of the most efficient members that ever sat at the Navy

Board. And this Deponent, upon his oath, further saith, that he never did, nor did any person by his authority, direction, or procurement, or with his knowledge or privity, or to his belief, ever give, or offer to give, any sum of money, whatever, for the purchase of the whole, or any part of the impression of the said first-mentioned pamphlet; nor did this Deponent, or any other person by his authority, direction, or procurement, use any means or influence whatsoever, to procure the suppression of the said first-mentioned pamphlet, or to prevent the publication thereof, but that the imputation of the purchase of every impression thereof; for the sum of 3000*l.* is wholly and absolutely false, and without any foundation whatever in fact. And this Deponent, Benjamin Tucker, for himself, upon his oath, further saith, that he never did purchase the impression, or any part of the impression of the said first-mentioned pamphlet; nor did he ever, either directly or indirectly, give any, not even the smallest or most distant encouragement to the said Mr. Bourne, or to any other person whatever, to expect money, or any benefit of any kind whatever, for the said pamphlet, or for the suppression thereof, or of any other pamphlet. And this Deponent, the said Earl, further saith, that upon its being determined by his Majesty, on or about the 8th day of March, 1803, to increase his forces, both by sea and land, and to communicate such determination to Parliament, this Deponent did immediately give directions for sending a despatch to Vice-admiral Rainier, the commander of his Majesty's ships in the East Indies, to inform him of that event, and which despatch contained directions for his conduct upon that occasion. And this Deponent verily believes, that the said despatch was forwarded for the said Admiral Rainier, without any delay. And this Deponent further saith, that several other despatches upon the same subject were directed to be forwarded at proper intervals for the said Vice-admiral Rainier, in the East Indies, previous to the 20th day of May, 1803. And the said Earl for himself, upon his oath, further saith, that the recall of Lord Nelson never was determined upon, nor intended by him, nor to his knowledge or belief, by the other members of the Board of Admiralty; nor did Lord Nelson ever, to the knowledge or belief of this Deponent, remonstrate, or make any representations to the Board of Admiralty, of the neglect of, or deficiency in, the supply of stores for the use of the fleet under his command; on the contrary, the said Lord Nelson, in a letter to this Deponent, dated 17th October, 1803, in speaking of the squadron under his command, used the following words:—"My squadron, for their numbers, are certainly not to be exceeded, and the country may hope every thing from them, should the enemy give them an opportunity." And the said Earl, for himself, further saith, that it was and is the duty and province of the Navy Board, and not of the Admiralty, to provide and send the necessary supplies of stores to his Majesty's fleets abroad as well as at home. And the said Earl, upon his oath, further saith, that the imputation in both the said pamphlets, of this Deponent's having violated the private correspondence of Commodore Sir Sidney Smith, is wholly and absolutely false; and that the several letters hereinafter set forth, numbered from 1 to 10 inclusive, and the several enclosures therein referred to,



also hereinafter stated, do contain and disclose the real facts and circumstances attending the said transaction concerning Sir Sidney Smith, alluded to in both the said pamphlets, so far as the same have come to the knowledge of this Deponent.

## No. I.

*Copy of a Letter from Lord Keith to Sir Evan Nepean.*

" SIR,

" *Monarch, off Broadstairs, 29th October, 1803.*

" I enclose, for their Lordships' information, a copy of the latest communication which I have had from Captain Lord Proby, of his Majesty's ship the *Amelia*, which appears to have been sent into the Downs by the *Circe*, but I have no information from Rear-admiral Montagu respecting the letters stated to be addressed to Commodore Sir Sidney Smith, nor of the person in whose charge they had been placed. I have, &c.

" *Sir Evan Nepean, Bart.*

" KEITH."

*Copy of a Letter from Lord Proby to Lord Keith, enclosed in the last-stated Letter.*

" MY LORD,

" *Amelia, October 27, 1803.*

" I have sent the *Circe* into the Downs, with some letters for Sir Sidney Smith, that were brought here by a fishing smack from Whitstable; the master gave a very extraordinary account of himself, and I am much inclined to doubt whether the letters might not be a cover for some worse intention; at all events, he had no more idea of where Sir Sidney Smith is than I have; and if the letters are of importance, she is not a safe vessel to cruise about with them."

## No. II.

*Copy of a Letter from Lord Keith to Sir Evan Nepean.*

" SIR,

" *Monarch, off Broadstairs, 1st November, 1803.*

" I have received your letter of yesterday's date, signifying their Lordships' direction, that I should send the letters found in the possession of the master of the *Whitstable smack*, met with at sea by Captain Lord Proby, of the *Amelia*, to you, and to detain the vessel till I shall receive their Lordships' directions respecting her; and I request that you will inform their Lordships that the letters in question appear to have been sent to Commodore Sir Sidney Smith, by Rear-admiral Montagu, in the *Circe*, and the vessel by which they were originally forwarded does not seem to have been ever detained. I enclose, for their Lordships' information, an extract of a letter from Rear-admiral Montagu, in reply to my direction on that subject, and I have written to the captain commanding the *Sea Fencibles* at Whitstable, to endeavour to discover the person who was sent, or who pretended to have been sent, with them; and also the person from whom these letters were stated to have been received.

" I have the honour to be, &c.

" *Sir Evan Nepean, Bart.*

" KEITH."

The following extract of a letter from Rear-admiral Robert Montagu, to Lord Keith, was enclosed in the last stated letter, No. II.

*Extract of a Letter from Rear-admiral Montagu to Lord Keith.*

*“ Utrecht, in the Downs, 30th October, 1803.*

“ I know nothing relative to the master of the smack that carried out Sir Sidney’s despatches. I opened *two* enclosures, and found a number of private letters, and one addressed upon his Majesty’s service, in such a hand that I did not think it of consequence to persevere, and accordingly *sent every thing back by the FRIGATE* ; there was no signature in the corner to denote what office it came from.

“ *Lord Keith.*

“ **ROBERT MONTAGU.**”

No. III.

*Copy of a Letter from Sir Evan Nepean to Rear-admiral Montagu.*

“ **SIR,**

*“ Admiralty Office, 2d November, 1803.*

“ Lord Keith having transmitted to my Lords Commissioners of the Admiralty, a copy of your letter to him of the 30th ultimo, respecting the *Whitstable* smack, met with at sea by the *Amelia*, the master of which pretended to be charged with letters for Sir Sidney Smith, I have their Lordships’ commands to acquaint you, that from the *suspicious manner in which these letters were brought to you*, it would have been right that you should have sent them either to Lord Keith, or to *their Lordships*, as there is a great probability that they may have been intended *as a cover to some very improper design* ; and that in times like the present, it is impossible to be too cautious.

I am, &c.

“ *Rear-adm. Montagu, Downs.*

“ **EVAN NEPEAN.**”

No. IV.

*Copy of a Letter from Sir Evan Nepean to Rear-admiral Montagu.*

“ **SIR,**

*“ Admiralty Office, 3d November, 1803.*

“ In answer to your message by *Telegraph*, acquainting me, for the information of my Lords Commissioners of the Admiralty, that the *Whitstable* man’s case you have solved, and that it is not of *the smallest importance* ; I am commanded by their Lordships’ to signify their direction to you to let them know what account has reached you upon that subject.

“ I am, Sir, your most obedient, humble servant,

“ *Rear-adm. Montagu, Downs.*

“ **EVAN NEPEAN.**”

No. V.

*Copy of a Letter from Rear-admiral Montagu to Sir Evan Nepean.*

“ **SIR,**

*“ Utrecht, in the Downs, 3d November, 1803.*

“ I have to acknowledge their Lordships’ commands transmitted by you, this day, relative to the *Whitstable* smack, and in future shall be more cautious if possible.

" You will please to observe to their Lordships, that the vessel's name is the Neptune, and she is a *Feversham smack*; so the *Immortalité's* log describes her.

" Having in my possession a letter addressed upon his Majesty's service, in a similar hand-writing, which I am persuaded is a duplicate to that which went back in the *Circe*, I caused it to be opened in the presence of Lieutenant-colonel Smith, the commodore's brother: and found, as I expected, that it contained nothing but matter of a private nature. I think it necessary to add, that the Whitstable man's anxiety, by the perusal of the contents, was evidently solved to my satisfaction; and that I should now detail the particulars, did I not think it a breach of private correspondence, to detail particulars by an official communication. It is but proper to add, that not the smallest nefarious intention existed in the mind of the master of the Whitstable smack; and that his anxiety, I have no doubt, arose from a prospect of being well paid, by speedily conveying the contents to the Commodore, and that in no shape or way did it, in the smallest degree, relate to the interests of this country.

" I have the honour to be, Sir, &c.

" *Sir Evan Nepean, Bart.*"

" ROBERT MONTAGU."

#### No. VI.

*Copy of a Letter from Mr. Vansittart to Sir Evan Nepean.*

" DEAR NEPEAN,

" *Treasury, 7th November, 1803.*

" I communicated the substance of your information to Mr. King, and to the Chairman of the Customs, and desired each of them to take such steps as were in his power to obtain intelligence on the subject; I, therefore, conclude it will not be necessary at present for the Admiralty to apply.

" I am, &c.

" *Sir Evan Nepean, Bart.*"

" N. VANSITTART."

#### No. VII.

*Copy of a Letter from Sir Evan Nepean to Commodore Sir Sidney Smith.*

" SIR,

" *Admiralty Office, 7th November, 1803.*

" I am commanded by the Lords Commissioners of the Admiralty, to send you herewith copies of several letters relative to a *Whitstable smack*, which has been met with at sea by the *Amelia*, the master of which pretended to be charged with despatches for you, and to signify their Lordships' directions to you to let them know all the circumstances of this proceeding.

I am, Sir, &c.

" *Commodore Sir Sidney Smith.*"

" EVAN NEPEAN."

The two following copies of letters were enclosed in the one last stated:—

" SIR,

" *Monarch, off Brouds'airs, 4th November, 1803.*

" I enclose for their Lordship's information, a copy of a letter which I have received from Captain Prevost, commanding the *Sea Fencibles* of



Whitstable, respecting the vessel that carried out the letters for Commodore Sir Sidney Smith, and the people by whom she was engaged.

" I am, &c.

" *Sir Evan Nepean, Bart.*"

" KEITH."

" MY LORD,

" *Whitstable, 3d November, 1802.*

" Sunday morning, the 23d of last month, two men arrived in a chaise, from London, and waited on Mr. Stephen Salisbury, chief magistrate of this place, informing him they were charged with despatches from the Admiralty, for Sir Sidney Smith, off Flushing, and wished to hire a vessel for that purpose. Mr. Salisbury took them to a Mr. Covenay; when, after some difficulty about the price, they agreed for *twenty-five guineas*, to be paid on the vessel's return, having delivered the despatches. Their names are Mr. Snatt and Richardson, the former belonging to the Custom-house at Rochester, and conducted the business. Mr. Richardson sailed from hence the same morning, in the *Neptune*, of Feversham, Matthew Wood, master, belonging to this place (Mr. Covenay, owner). Mr. Snatt returned in the chaise immediately, having settled with Mr. Salisbury for the payment of the money, I believe by an order on the Custom-house, which, on the return of the vessel, producing a paper from the captain of the *Amelia*, was paid at the Post Office, Feversham, the Comptroller of the Custom-house of that place being present.

" Five days after the sailing of the *Neptune*, I saw Mr. Richardson at this place; on inquiry I found that he had *landed at Margate* from seasickness, and gave a letter to the master of the smack, with orders to proceed *and find* the *Antelope*. On the return of the *Neptune*, Mr. Richardson went from hence.

I have the honour to be, my Lord, &c.

" *Admiral Lord Keith.*"

" JAMES PREVOST."

#### No. VIII.

*Copy of a Letter from Mr. Vansittart to Sir Evan Nepean.*

" *Treasury Chambers, Wednesday, four o'clock.*

" Mr. Vansittart presents his compliments to Sir Evan Nepean, and begs to send him the enclosed, which he has just received from the Custom-house."

The following copy of a letter was enclosed in the one last stated.—

" SIR,

" *Feversham, 11th November, 1803.*

" Pursuant to the Honourable Board's directions, I proceeded to Sheerness to confer with, and deliver the letter I received from you, to Mr. Dodd, of the ordnance. Snatt, mentioned in Sir Evan Nepean's letter, I learnt at Chatham, was the collector's clerk at Rochester.

" Mr. Dodd knew a person of the name of Snatt; was collector's clerk; but had no knowledge of Richardson, at Feversham; he knew a person of the name of Richards, who had formerly dealt largely in the illicit trade, but that he resided at Whitstable: from Mr. Dodd's knowledge of persons in and about the neighbourhood of Feversham and Whitstable, I deemed it

necessary to take him down with me, as it occurred to me he might trace out many circumstances which I, as a stranger, could not, nor the collector, from his official capacity.

"On my arrival at Feversham, yesterday evening, I waited on the collector, and delivered him your letter. He said that he had heard that two persons had passed through the town to Whitstable, and had there taken a vessel to carry despatches to Sir Sidney Smith, but did not see them; and that he had this information from Mr. Lamprey, the post master, who had paid for the hire of the vessel.

"I immediately sent for Mr. Lamprey, who states, that on Sunday, the 23d of October, he was knocked up early in the morning by two men, one of whom was Mr. Snatt, whom he was very well acquainted with; that they requested his assistance in obtaining a vessel to go to Sir Sidney Smith, who was off Flushing: he observed that Whitstable was the most probable place, and if they made use of his name to a Mr. Salisbury, he would put them in the way of obtaining one; did not personally know the man with Snatt, but thinks his name was Richardson, and that they then took a post-chaise to Whitstable, and that Snatt returned in the afternoon and went to town, where he says he is undergoing instructions to be appointed in some vacant situation in the Customs, at Rochester (the late surveyor, I am told, is lately dead); this person produced a letter from Snatt, requesting him to pay the expense of the vessel, as also the receipt for the same, amounting to 32l. from a person of the name of Covenay. The above information I did not obtain last evening in time to save the post.

"I this morning proceeded to Whitstable: Covenay, I find, is a reputed smuggler, and owner of two vessels; says he agreed with a person of the name of Snatt, from the recommendation of Mr. Salisbury (who appears to be a kind of agent and smuggler's attorney), to let one of his vessels to take a person with despatches to Sir Sidney Smith, off Flushing, for 25 guineas, but received 32l.; as the difference was promised to the crew, after his bargain was made.

"Matthew Wood, master of the smack Neptune, the property of Covenay, says, he took on board a person of the name of Richardson, on the 23d of October, from Whitstable, with despatches for Sir Sidney Smith, and that he left the above roads in the afternoon of the same day, but when off Margate, the wind freshening, and the sea getting up, Richardson was so ill that he insisted on being landed, which was done at Margate, but he left the despatches with Ward, the master of the vessel, to proceed with them for Sir Sidney Smith, which despatches Wood says were directed *on his Majesty's service*; that he is positive of, but that the impression on the seal was a man's head; that after landing Richardson at Margate, he proceeded off Ostend; that on the Monday he was boarded by an English gun-brig, whose name he does not recollect; that on the Tuesday, late in the afternoon, he was brought to by l'Immortalité, Captain Owen, and that in the morning, with his vessel, papers, and despatches, he was sent to the Amelia, Lord Proby, who questioned him very much about the person of Richardson, who he was, and where he had landed him, and

the cause of it; told him he should not give him the despatches again, but should send them to the Admiral in the Downs (Lord Keith) but gave him a receipt for having taken despatches from him, directed to Sir Sidney Smith; that he then made the best of his way back to Whitstable, where he arrived on the Thursday; that on his arrival he found Richardson there, who was very anxious to know if he had found Sir Sidney Smith, and took from him the receipt for having delivered the papers to Lord Proby, commanding the *Amelia*.

"I then investigated one of the seamen who was in the vessel, and his account did not differ in any point, nor did I find or perceive any prevarication in the course of the examination, or a wish not to answer any question put to him.

"I beg to observe, that as it appears Snaff is at the Custom-house in town, he can disavow or corroborate any of the above circumstances, for the Board's further information.

"I beg further to observe, that when you delivered me the order and letters for investigating this business, you observed, that letters for me would be directed to the Post Office, at Whitstable; but as there is no such an office there, have to request you will have the goodness to direct them to the Post Office, Faversham.

"I am not aware that I can obtain any further information in this business; but as the latter part of the Board's order is so strongly worded, 'not to take any steps respecting it, other than to obtain all the information he can until he receives further directions;' that I do not feel myself justified in returning to town until I hear further from you, which I request, may, be as soon as convenient; and am, Sir, &c.

"James Hume, Esq."

"JOHN M. SEPPINGS."

#### No. IX.

*Copy of a Letter from Sir Sidney Smith to Sir Evan Nepean.*

*"Antelope, on the Seventeen-fathom Bank,  
December 2, 1803.*

"SIR,

"Such has been the state of the weather since my return to the station, that it is only this day possible to have direct intercourse with the *Amelia*, by boats; consequently, I have not, till now, received my letters from the hands of Captain Lord Proby; amongst which, that from you of the 7th of November, signifying their Lordships' directions, that I should let them know all the circumstances of a Whitstable smack, met with at sea by the *Amelia*, claims my earliest attention. I am sorry for the delay in the receipt of this letter, as it has caused some misapprehension: now that I know the origin of the question, I cannot but approve of Lord Proby's motives and vigilance, though I think the reference should have been made to me in the first instance. I heard of such a vessel seeking me, and also of the search that was making about her, long before I learnt what the occasion of her seeking me might be. She never joined me. Duplicates, triplicates, and the originals, received afterwards, through other channels, informed me, that she was despatched by some of my constituents at Rochester.



"Although I am persuaded their Lordships would consider the answer sufficient, and that they cannot, under these circumstances, mean to require to know the object of this communication, or expect that I should hold myself responsible for it, it may be satisfactory to them to peruse the letters in question, which are here enclosed; and it will be particularly so to me to learn that their Lordships do not see any thing irregular therein.

"This will also give satisfaction to my correspondents, who, being loyal subjects, must naturally be hurt at an implication of the contrary being on the records of office, without some qualification; as I must be also to find that the acts of others can possibly subject my private, and even secret correspondence, to such an imputation as it has been exposed to thereby; and they must be equally anxious with myself to learn that it is discontinued, a satisfaction which I hope their Lordships will authorize you to give me. I am, &c.

"*Sir Evan Nepean, Bart.*"

"W. SIDNEY SMITH."

No. X.

*Copy of a Letter from Sir Evan Nepean to Sir Sidney Smith.*

"SIR,

"*Admiralty Office, January 18, 1804.*

"I have received and communicated to my Lords Commissioners of the Admiralty, your letter to me of the 2d of last month, on the subject of the *Whitstable* smack, which had been met with at sea by the *Amelia*, having despatches on board her addressed to you; and enclosing, for their Lordships' information, the letters and papers you had received from Lord Proby, which had been taken out of that vessel by his Lordship.

"It is hardly necessary that I should explain to you, after what has passed, all the proceedings which took place on their Lordships being informed of this vessel being sent in quest of you from *Whitstable*; but from what they knew of the proceedings of persons residing on the coast, and particularly in that neighbourhood, the large sum paid for the hire of the vessel, and the report which had been made, that at least one of the despatches with which she had been charged had been addressed to you, as coming from this office, it naturally occurred to their Lordships, that this vessel had been employed for the purpose of conveying intelligence to the enemy, more especially as she was first met with close to the entrance of an enemy's port, and had the appearance of having taken these despatches on board as a cover for protecting her from interruption or detention. With this impression, every means were adopted to obtain possession of them, in order that they might satisfy themselves on this point; but had not the most distant idea that any correspondence of an improper description could have had the sanction of an officer of your character, nor could they have thought of examining the letters, had they fallen into their hands, could they otherwise have been satisfied that they were actually intended for you.

"Having given you this explanation, I have only to return to you the papers you transmitted to me, which have not even been read either by their Lordships or by me; but they cannot dismiss this subject without

directing me to add, that the observations contained in the concluding paragraph of your letter were unnecessary, as, consistently with their public duty, and considering the suspicious appearance of every part of the transaction, they could not have taken steps short of what they have done ; and that, however your Correspondents may feel on the subject, they ought to know, that if any stigma attaches to them, they have drawn it on themselves, by their improper mode of communicating with you ; and that the same vigilance will be exercised by their Lordships for putting a stop to any correspondence carried on under equally suspicious circumstances, particularly when the authority of this office may be made use of to cover it. I am, Sir, &c.

“ *Commodore Sir S. Smith.*”

“ EVAN NEPEAN.”

“ And the said Earl, for himself, upon his oath, further saith, that the said several letters from the Admiralty were written by this Deponent's orders and directions, in concurrence with the other members of the Board of Admiralty ; and that this Deponent, in giving such directions, was influenced solely by a conscientious regard for the safety and interests of the country, and by no other motive.”

Mr. RILEY, one of the Clerks of the Admiralty, also made oath, that the papers which he produced were true copies of the orders which were given by the command of the Lords Commissioners of the Admiralty to his Majesty's late frigate the *Apollo* ; and that the said frigate had no orders or directions whatever to make the coast of Spain, but was directed to make the best of her way, consistent with the security of the convoy under her charge, from Cork to the West Indies.

A Rule was granted to shew cause, which, on the 26th of November, was made absolute against Budd and Sidney, but discharged with regard to Mr. Bourne, in consequence of his having made an affidavit, that he neither wrote nor published the Pamphlet, “ *Audi Alteram Partem*,” nor had the least knowledge of the author or writer thereof, nor could form any judgment, opinion, or belief, as to the person by whom it was written ; that he never had any communication with either Budd or Sidney ; that he never wrote, or caused to be written, any pamphlet or other thing that could possibly injure or reflect upon the said Earl ; that he never did give out or mention that any money had been paid by the said Earl, or by any person acting for, or employed by him, for the said Pamphlet, called “ *Aristides*,” or for the suppression thereof, nor did he ever hope or wish to receive any money for the same ; and that in procuring the impressions which he sent to Mr. Tucker, he was influenced solely by the respect which he felt for the character of the said Earl, and by a sense of obligation for a favour which had been conferred by him on a near connection of the Deponent's ; and that he had laboured to correct, what he believed to be a prejudice, in a part of the public mind, against the said Earl of St. Vincent.

## Nabal Poetry.

The heart's remote recesses to explore,  
And touch its springs, when Prose avail'd no more.

FALCONER.

## PROLOGUE

IN THE ADMIRALTY WAITING-ROOM.

FROM the dear bogs of Ireland, my sweet native shore,  
To bow at the *levee*, again I'm come o'er,  
Red-hot from the county of Cork.  
O'er it's wide-skirting beauties no longer to rove,  
I quit the fair isle and the region of love  
To seek consolation in——Yorke.

Ah ! fev'rish and sad was the hungry bard's tongue ;  
'Twas the dirge of distress that he sullenly sung,  
When Mulgrave denied ev'ry hope :  
Then oft in the street was the poor poet seen ;  
Oft, oft, was his pocket without a *thirteen*,  
And decay'd was his canvas and rope.

With his topsails close-reefed, and top-gallant masts struck,  
Clouds lour'd around him, and wretched his luck,  
And found'ring he lay like a log ;  
Till able no longer to live in these seas,  
He wisely resolved to bear up from the breeze,  
And he shelter'd his craft in a bog.

Partaking the joy that pervaded the realm,  
When our noble Sea-soldier retir'd from the helm,  
Behold him again under weigh.  
All ready to start with the first fav'ring gale,  
His rigging well up, and repaired every sail,  
And his spirits are cheerful and gay.

Then pray don't depress them, my good Mr. Yorke !  
Nor slue round his head for the harbour of Cork ;  
He detests hauling out of the line.  
When Mulgrave presided, 'twas d—d hard to steer,  
If our course wasn't mark'd by the track of a peer :  
But justice may now, Sir, be thine !

HALFPAYENSIS.



## ODE TO THE FLEAS\* OF WALKEREN.

IN IMITATION OF PETER PINDAR.

**N**IMBLE freebooters of this marshy land,  
 I think it neither complaisant nor right,  
 That your light infantry,—a num'rous band,  
 Should put the dream-crown'd god of sleep to flight.

From boundless liberty what mischiefs flow —  
 France to such doctrine owes her present ruin :  
 Your lobster rabble, driving to and fro,  
 Like it, will gallop on their own undoing.

In vain I twist and turn, and grunt and groan,  
 Still uppermost the hungry varlets fly,  
 Pull my poor flesh from ev'ry smarting bone,  
 And bid sweet slumber quit my closing eye.

The cold phlegmatic Dutchman cannot feel  
 Your sharp-nos'd miners delving thro' his skin ;  
 He mocks your efforts, with an hide of steel,—  
 My cov'ring (fortune knows !) is rather thin.

E'en now I hear a starving glutton cry,  
 (Poking his brown snout from the blanket's shade,)—  
 " No fear that we shall of a famine die,  
 For here's a plump, fine, fat, young juicy blade.

" No Frenchman this, without an ounce of fat,  
 No Dutchman,—gross, impenetrable meat,  
 Whose rancid flesh tastes like an old ram cat—  
 No—he is all delicious!—eat, fleas ! eat.

" Heav'n ! pick a bit of this : the flavour's fine,  
 And rich as turtle.—What a juicy part !  
 How devilish unlucky I should dine  
 Before I found him.—Ah ! I've made him start."

Sweet, Sir, you have indeed ! your piercing snout,  
 Which you expertly manage like a drill,  
 Gives a pang sharper than the stone or gout :  
 Case-harden'd I must be if I lay still.

---

\* Amongst the various plagues the author had to encounter in the late expedition, the treatment he received from the *hopping inhabitants* of Walkeren can never be forgotten.—For numbers, largeness, and expertness, he does not remember, in the course of seven years experience, to have met with their equals.



ADRIATIC

GULF

LEVCATHIA 1.

ALBANIA

MEDITERRANEAN

SEA

100 feet

300 600





But, prithee, spare me ! murd'ers as ye are,  
Your hearts are not so callous as to keep  
A ragged seaman, doom'd to toil severe,  
From his short interval of ease and sleep !

In sleep's care-curing arms, enraptur'd I  
O'er ev'ry scene of former pleasure rove ;  
Live in the sun-shine of my Laura's eye,  
And, kneeling, tell the damsel tales of love.

Or, seated in some lone sequester'd spot,  
Far from the world and glory's mad-brain'd sons,  
I bless indulgent heav'n it was my lot  
To 'scape the slaughter made by Gallic guns.

There I forget the frowns of those whose scorn  
Oft rends my heart-strings.—Let me sleep, O Fleas !  
Grant me a respite, gentlemen, till morn,—  
And eat me in the day-time, if ye please,

*His Majesty's ship Impetueux.*

A FOREMAST-MAN.

PLATE CCCXVIII.

**S**ANTA Mavra, the particulars respecting the recent capture of which will be found in a subsequent sheet, amongst our "*Letters on Service*," is situated in latitude 38 deg. 40 min. north longitude 21 deg. east, from Greenwich.

Santa Mavra, the Leucadia of the ancients, is an Island in the Ionian sea, lying between Corfu and Cephalonia, on the coast of Epirus, or Acchia; to which it was united by an isthmus, in the early ages of the world. The isthmus was cut through, either by the Carthagenians or the Corinthians; and, at present, the Island is divided from the Continent, by a channel of about fifty paces in width. The Island is about forty-eight miles in circumference.

"The citadel of St. Maura (says Captain Eyre, in his letter on service, addressed to Admiral Martin, on the 18th of April last) is situated upon a low, narrow neck of land, projecting into the sea, on the north-east end of the Island, and, though nearly surrounded by the sea, is, from its embayed position, and shallowness of the water, unassailable by ships."—General Oswald, also, in his official despatch to Sir John Stuart, of the 24th of March, says :—"The fortress of St. Maura is situated on a narrow sandy isthmus, of three miles in length, which joins it to the Island, and it has, besides, a direct communication with the town by a singularly narrow causeway, nearly a mile in length. The neck of land is defended by two strong redoubts, and an entrenchment regularly constructed, and capable of such a resistance as led the enemy to declare they would arrest our pro-

gress for a month at least." "The line to be attacked extended from sea to sea, mounted with four pieces of cannon, well flanked; had a wet ditch and abbatis in front; manned by about 500 infantry; and was so defiled from the sea as to render it almost secure from the fire of the shipping."

The Island of Santa Mavra produces abundance of game, wine, oil, citrons, pomegranates, almonds, and other fruits. It has also very fine pastures.—Santa Mavra, formerly, had three considerable towns, in one of which was a magnificent temple of Venus. At present it has only one town, bearing the same name as the Island, with a population of about five or six thousand Greeks.

In the year 1473, the Turks dispossessed the Grecian Emperor of the town and Island; and in 1502, they fell into the hands of the Venetians, who, afterwards, restored them to the Turks.

In 1684, the Venetians again became masters of St. Mavra; in 1715, it fell once more into the hands of the Turks; but, in the following year, the Venetians succeeded in expelling the Turks, and in retaining the Island.—Santa Mavra surrendered to the British arms on the 16th of April, in the present year.

## NAVAL HISTORY OF THE PRESENT YEAR, 1810.

(July—August.)

### RETROSPECTIVE AND MISCELLANEOUS.

**W**ERE it not that no confidence whatsoever can be placed in the conduct of so unprincipled a tyrant, we should be induced, from some recent occurrences, to augur favourably of Buonaparte's future intentions. On the 5th of August, he issued a decree, allowing the importation of colonial produce; and though the importation duties which he has imposed, are exceedingly heavy, they are not so oppressive, considering the nature of the articles, and the want of them which prevails in France, as to prevent very extensive purchases. This decree is, of itself, a virtual abrogation of the famous Berlin and Milan edicts; and, consequently, it affords a complete and decisive triumph to the operations of the British orders in council, which were simply retaliative on those edicts: coupled with this measure, however, and bearing the same date, is an official letter from the French Minister of foreign affairs to General Armstrong, the American Ambassador at Paris, expressly announcing, "That the decrees of Berlin and Milan are revoked; and that from the 1st of November, they will cease to be in force; it being understood, that, in consequence of this declaration, the English shall revoke their orders in council, and *renounce the new principles of blockade* which they have attempted to establish; or, that the United States, conformably to the act of Congress of the 1st of May, "shall cause their rights to be respected by the English."

The condition, that "the English shall revoke their orders in council, and renounce the *new principles of blockade*, which they have attempted to

establish," cannot, we conceive, be considered as any obstacle to the opening of a general commercial intercourse; for the English Government has always expressed its perfect readiness to rescind the orders in council, immediately that the Berlin and Milan edicts should be revoked. The *new* principles, in fact, originated with Buonaparte, who ridiculously declared the British Isles to be in a state of blockade. Our new system of blockade, which we are now called upon to relinquish, was, like our orders in council, merely retaliative; declaring the continental ports in a state of blockade, though not actually under the control of a blockading force. Buonaparte's declaration was a mere *brutum fulmen*; ours proved admirably efficient; nevertheless, as his restrictions are to be removed, ours will, unquestionably, be removed also.

Profiting by the facilities thus offered, we understand that British licenses, allowing the exportation of sugar, coffee, &c. are ready for delivery; the imports in return to consist of wheat, meal, burr-stones, and one third of each cargo, of wine. Government is said to have refused brandies, which Buonaparte intended should form part of the return cargoes.

Another circumstance, which, if it bear not an absolutely pacific aspect, must be considered as a material relaxation of the unnecessary severities of war, is the arrangement for a general exchange of prisoners between this country and France, which is now understood to have been finally settled.

The *Argus*, a notorious English newspaper, published in France, was suppressed on the 31st of July; but, on what account, is unknown.

Buonaparte's sentiments expressed in his answer to the Dutch Deputies, on the 15th of August, are of a less pacific nature than the circumstances noticed above. After enumerating the acts which he has performed, since he ascended the throne of France, he says, addressing himself to the Hollanders, "I have at length put a period to the painful uncertainty of your future fate, and warded off the fatal blow which threatened to annihilate all your property and all your resources. I have opened the continent to your national industry. The day shall come when you are to conduct my eagles to the seas celebrated by the exploits of your ancestors. Then shall you shew yourselves worthy of yourselves and of me. *From this moment till that period, all the changes that take place in Europe shall have for their first motive the destruction of that tyrannical and irrational system which the English Government, unmindful of the pernicious consequences which arise therefrom to its own country, to outlaw commerce and trade, and subject it to the arbitrary authority of English licenses.*"

King Louis, we understand, is at the baths of Toplitz, in Bohemia.

The successor to the Swedish throne has not yet been declared. The Candidates are; the King of Denmark, the Duke of Augustenburgh, the Duke of Oldenburgh, and the French General Bernadotte! The Duke of Augustenburgh is expected to be the successful candidate.

The Dey of Algiers has declared war against France.



The island of Anholt, in the Baltic, which has been for some time in our possession, is to be strengthened by every possible means, so as to be capable of repelling any attack that may be made on it by the Danes. Captain Maurice, of the navy, who distinguished himself in the defence of the Diamond Rock in the West Indies, is appointed to the command of this post, which is likely to become one of great importance.

At Milford Haven an order has been received from the navy-board to discharge the workmen on the new dock-yard walls and other buildings; which has spread a general gloom over that place, lest its rising prosperity should be checked by so unexpected a measure. Various surmises are naturally formed, some thinking it probable that the dock-yard will be removed to the opposite side of the haven; others that it will be abandoned altogether, in consequence of the new project of a Naval Arsenal at Northfleet.

On Friday, the 27th of July, the Right Hon. Mr. Yorke, First Lord of the Admiralty, accompanied by his brother Sir J. S. Yorke, one of the junior Lords, arrived at Sheerness. The next morning Admiral Stanhope hoisted the Admiralty flag, when the ships at the Great and Little Nore saluted with 19 guns. Mr. Yorke and his brother minutely examined every part of the dock-yard, for the purpose of determining if the alterations shall take place that were recommended. At three o'clock they went out of harbour in the Commissioner's yacht, and proceeded up the River Thames, when every ship at the Great and Little Nore saluted as they passed with 19 guns.

The following are the English ships now at Cadiz:—*Temeraire*, of 98 guns, Rear-admiral Pickmore; *Tonnant*, 80, Captain Stackpoole; *Blake*, 74, Captain Codrington; *Rodney*, 74, Captain Burlton; *Eagle*, 74, Captain Rowley; *Achille*, 74, Sir Richard King; *Zealous*, 74, Captain Boys; *Atlas*, 74, Captain Sanders; and *l'Impetueux*, 74, Captain Lawford.

The following is the present state of the Spanish Navy here —

## AT CADIZ.

|                                 |     |                         |    |
|---------------------------------|-----|-------------------------|----|
| <i>Santa Anna</i> .....         | 120 | <i>St. Pablo</i> .....  | 74 |
| <i>Prin. D'Asturias</i> .....   | 120 | <i>St. Justo</i> .....  | 74 |
| <i>*Neptuno</i> .....           | 80  | <i>L'Asia</i> .....     | 70 |
| <i>*Algesiras</i> .....         | 74  | <i>St. Julian</i> ..... | 60 |
| <i>*L'Heroe</i> .....           | 74  | <i>La Prueba</i> .....  | 40 |
| <i>*Pluton</i> .....            | 74  | <i>Atocha</i> .....     | 40 |
| <i>Glorrio (very old)</i> ..... | 74  |                         |    |
| <i>Conde de Ragla</i> .....     | 125 | unserviceable.          |    |

The *Venditor*, and another of two decks, prison ships, are repairable.

\* *Formerly French, of Rosilly's squadron.*

## AT SEA, FROM THIS PORT.

|                            |    |                        |    |
|----------------------------|----|------------------------|----|
| <i>St. Elmo</i> .....      | 74 | <i>El Minto</i> .....  | 50 |
| <i>St. Lorenzo</i> .....   | 74 | <i>A frigate</i> ..... | 40 |
| <i>St. Fulgentio</i> ..... | 74 |                        |    |

At Gibraltar—Two First Rates.

## HOUSE OF COMMONS, TUESDAY, MAY 22.

ON the motion of Mr. *Rose*, the House went into a committee, to consider the duties on foreign timber. The Right Hon. Gentleman meant to propose, that double the present duties should be imposed. The supply was at present obtained principally from the north of Europe, and its price had risen almost 300 *per cent.* Besides this, the timber was brought in a great proportion in foreign ships; so that, for the freight, immense sums were paid to foreigners. Every encouragement, then, should be given to the importation of timber from our own settlements in North America, as giving great encouragement to them, by clearing their land of timber, for which they will take off our manufactures to the amount of the timber, besides employing our own tonnage and navigation. He was fully persuaded, that our North American colonies were fully adequate to supply at least one half of our consumption. He had reason to believe, that the great pine timber from Canada would supply most of the wants created for the large timber of the Baltic. He moved, that the present duties on foreign timber do cease and determine.—Agreed.

General *Loftus* moved for leave to bring in a Bill to repeal so much of the Acts of the 43d, 45th, and 46th of the King, relative to the Income Tax, as respected the personal pay of officers in the army, navy, and marines, and the subalterns of militia.

Mr. *Whitbread* and others coincided entirely with the principle of the motion, but wished the proposal to proceed from ministers. He should therefore dislike coming to any vote on the question; though if called on, he should certainly vote in favour of the motion.

On this ground, General *Loftus* withdrew his motion.

## WEDNESDAY, MAY 30.

Mr. *Tierney* moved, "That an humble address be presented to his Majesty, representing that, in consequence of a message from his Majesty, his faithful Commons had cheerfully acquiesced in providing an Annuity for his Serene Highness the Duke of Brunswick; but finding, since, that upwards of 342,000*l.* was disposeable from the Droits of Admiralty, they regretted that his Majesty's ministers had not advised his Majesty to provide for his Serene Highness out of this sum, and humbly throwing themselves on the protection of his Majesty, they pray that his Majesty would be graciously pleased to order the sum of 70,000*l.* to be paid out of the Droits of Admiralty into the Consolidated Fund, to cover the Annuity of 7,000*l.* granted by the House."

Mr. *Perceval* said, if the House should address his Majesty to apply any part of the Droits of the Admiralty to any particular purpose, they ought not to make any allusion to the annuity which had already been voted to the Duke of Brunswick, and he saw no reason why the sum of 70,000*l.* should be specified more than any other sum. The statement of the receipts and distribution of the Droits of the Admiralty, was extremely complicated, and collected from a great variety of books: but when it should be printed, members would better understand it, and, if proper, found a question upon any item which should appear objectionable. The Right Hon. Gentleman here read the heads of the statement, whereby it appeared that distinct accounts were kept of what had been received for French, Dutch, Spanish, and Danish property, during the present war, which amounted to 3,032,992*l.* out of which 330,000*l.* had, at different times, been applied to the public service since he came into office; that last year 348,261*l.* were given to Admiral Gambier, on account of the ships taken at Copenhagen, on the recommendation of the Board of Commissioners appointed to value and

apportion that property; 171,000*l.* had been granted to different branches of the Royal Family by the advice of the last administration, which he, (Mr. P.) would not call an improper grant, but he did not feel himself called upon to defend it. Several special grants had likewise been made at various periods to the amount of 188,420*l.* the particulars of which he could not then enter into. At present there remained at the disposal of his Majesty only about 370,000*l.* after the law charges were deducted; and he trusted that that sum would not be considered too much, when the House would recollect, that the Civil List was in arrear nearly 200,000*l.* because, as had been always thought, Mr. Pitt, when he last settled that fund, had not anticipated the demands which should or might be made upon it. It was therefore his intention to advise his Majesty to adapt the Droits of Admiralty to the discharge of part of those arrears, and he hoped the advice would not be deemed unreasonable, when it was considered that George the Second had 800,000*l.* a year to discharge the Civil List, and his present Majesty had only 960,000*l.* notwithstanding the depreciation which money had since undergone. Besides these charges, there were others that arose from the nature of the war, and which were daily making, that would fall upon the Admiralty. He instanced the case of two naval officers, Captains Wollett and Sperrett, who, while employed on the West India station, had detained several vessels, and gave them to their agents there, Messrs. Williams and Co. who had since become bankrupts; and although it was believed that that house would ultimately pay the whole produce, yet as some of the vessels had been reclaimed, the captors were answerable to them, and the two officers were since compelled to seek refuge in obscurity, till government could relieve them. Their petitions were at this time in the Treasury, and he put it to the House to say, whether they ought not to be remunerated from some such fund as the Droits of the Admiralty, or suffered to pass the remainder of their lives in a jail.—*Hear! Hear!*—The officers alluded to, had been guilty of no impropriety in detaining the vessels alluded to; but having no personal property, they could not restore that which they had entrusted to their agents. The amount of their claim would be 140,000*l.* including those of other officers who stood in their situation, and whose claims were now under investigation. Upon the whole, he trusted the House would not, after that statement, see any necessity for adopting the address.

On a division, the motion was negatived by 101 against 75.

#### FRIDAY, JUNE 1.

On the final debate, respecting the claims of the Irish Catholics, the motion for referring their petitions to a Committee was negatived by 213 against 109.

#### TUESDAY, JUNE 5.

Mr. Sharp rose, to make a motion on the fifteenth report of the Committee of Naval Inquiry. He stated that this report related to the establishment of a Naval Arsenal at Northfleet. The Hon. Member at the same time described the royal harbours to be in a state of decay. The water at Portsmouth had fallen gradually during several years past. The ships, by being compelled to leave the harbours without their stores, had occasioned great losses to the country. At Deptford, ships could not be coppered, but they are obliged to go to Long Reach to be equipped for sea. The loss of stores, and the great expense incurred by employing small craft, had increased the expenditure to a very large amount, and proved that a Naval Arsenal was wanting. In the event of peace, a great part of the navy



would not find accommodation. The remedy proposed was contained in the report, namely, a Naval Arsenal, where the water would be deeper than at Portsmouth, Plymouth, and other sea ports. The great improvements made in the North of Europe by the enemy also rendered the establishment of an arsenal highly necessary; indeed our ports were in a shameful state, and the exertions of the enemy at Antwerp ought to induce us to provide against every inconvenience of the description he had pointed out. The Hon. Member concluded, by moving for documents sent to the Board of Admiralty, respecting the state of the sea ports, and other information connected with his motion.

Mr. Yorke admitted the propriety of building a Naval Arsenal, but he did not think the application for papers had been made at a proper time. The information required by the Hon. Gentleman might injure the public service. The exertions and increase of the navy had lately exceeded all the preparations made for it, and it might be necessary to construct new accommodations. Mr. Rose denied that the water was not deep enough at Portsmouth to dock ships with security.—The motion was negatived without a division.

## FRIDAY, JUNE 8.

Mr. Yorke, after enumerating the services, and eulogising the character of Lord Collingwood, moved, "That an humble address be presented to His Majesty, praying that he may be graciously pleased to direct, that a monument be erected in the Cathedral of St. Paul's, to the memory of Vice-admiral Lord Collingwood, bearing an inscription expressive of the various brilliant services performed by him during a laborious life, and particularly his conduct in the glorious battle of Trafalgar, on the 21st of October, 1806; and that the Hon. House would make good the expense."—Agreed to, *nem. con.*

## WEDNESDAY, JUNE 13.

Lord Cochrane called the attention of the House to the conduct of the Admiralty, and moved the following resolutions:—

1. That the officers and seamen of his Majesty's navy are entitled to the highest consideration and support of this House, in order to induce them to call forth their energies, and stimulate their exertions.

2. That by a statute of Queen Anne, it had been enacted, that naval officers should have the power to defend themselves in all prize causes in which they might be interested, and should have the choice or appointment of their own proctors and advocates.

3. That the provisions of the foregoing statute had been suppressed by an order of council, in the year 1779, by which the whole of the proceedings in prize causes was thrown into the hands of the king's proctor.

4. That it appears to this House, that in all prize causes the captors should be allowed to come into court and employ such proctors and advocates as they shall think proper.

5. That leave be given to bring in a Bill for the better regulation of the proceedings in the court of admiralty, in matters of prize causes, &c.

Sir J. Nicholl opposed the resolutions, as unnecessary and inexpedient; and they were negatived, by 76 against 6.

## FRIDAY, JUNE 15.

Mr. Brougham, after taking a retrospective view of the proceedings in parliament for the abolition of the African Slave Trade, stated that it still existed, and was carried on through the medium of Spain and Portugal, and though an act against the inhuman traffic was passed in Congress, yet it was carried on in the American bottoms. The average amount of slaves exported from the Spanish settlements on the coast of Africa to their settle-

ments in the West Indies, since the year 1802, was 5,800 per annum, and 30,000 were imported by the Portuguese to the Brazils and their other settlements. A considerable trade was carried on in slaves to the Island of Cuba, which found their way by night in long boats, carrying 70 or 80 men each, to Trinidad. In order to abolish so abominable a traffic, he thought it would be proper that the British and American Governments should permit the mutual capture of vessels employed in it. He regretted extremely that so many British ships still continued in this iniquitous traffic, of which not less than a hundred were fitted out annually at Liverpool, and sailed under American colours, although manned by Englishmen. It was usual to fit those ships out, as if intended for innocent voyages; but whenever they got out to sea, the carpenters were set to erect and place the planks, which had been concealed in the hold, and the ship became immediately suited for the reception of the unhappy Africans. He concluded with moving, "That an humble Address be presented to his Majesty, thanking him for his gracious communication of the correspondence connected with the African Slave Trade, but expressive of their regret that foreign nations, in alliance with his Majesty, had not concurred in the abolition; that the House felt with horror and indignation that British subjects still continued this fraudulent traffic in defiance of the authority of the crown and of parliament, and praying that his Majesty would give such directions as might be the means of checking it until parliament should next session pass an act upon the subject."

The Chancellor of the Exchequer had no objection to the motion, provided the Hon. Mover would withdraw that part which pledged the House to pass an act upon the subject next session.

Mr. Stephen, Mr. Canning, and Mr. Hibbert, spoke in favour of the motion.

Mr. Brougham expressed his thanks to his friends for the support they had given him, and to his Majesty's ministers for having thrown no obstacle in his way. He consented to expunge that part of the address to which the Chancellor of the Exchequer objected.

The Address, thus amended, was then agreed to *nem. con.*

#### THURSDAY, JUNE 21.

Parliament was this day prorogued, in due form, till Tuesday, the 21st. of August next.—(For the Royal Speech, at the close of the Session, see page 504 of the preceding volume.)

### Letters on Service,

*Copied verbatim from the LONDON GAZETTE.*

ADMIRALTY-OFFICE, JULY 28, 1810.

*Copy of a Letter from Captain Mends, of his Majesty's ship the Arethusa, addressed to Admiral Lord Gambier, and transmitted by his Lordship to John Wilson Croker, Esq.*

*His Majesty's ship Arethusa, off Bermeo,  
July 11, 1810.*

MY LORD,  
AFTER a consultation with the Junta of Asturias on the 24th ultimo, I consented to receive on board of the squadron your lordship has been pleased to place under my command, the Spanish Brigadier-general

Porlier, and five hundred of his soldiers, with the intention of beating up the enemy's quarters along the coast of Cantabria and Biscay, in order to make a diversion of his troops towards the sea-ports in his possession, and thus afford an opportunity for a combined movement of the Spanish armies in Asturias, by compelling the enemy to detach more of his forces to oppose us, and thereby weaken the interior of that province and St. Andero, or to suffer his sea-defences to be destroyed and his supplies coastways cut off, the one or other alternative appearing to me an inevitable result of such movements. I have now the pleasure of informing your lordship that we have completely succeeded in the maritime part of the expedition without the loss of a single man, having destroyed all the batteries (with the exception of Castro) from St. Sebastian to St. Andero, on which were found about one hundred pieces of heavy cannon altogether, and laid that whole extent of sea-coast entirely bare of defence.

Communications are thus opened with these provinces, and the zealous attachment of the inhabitants to the independence of their country ascertained, should it, hereafter, be deemed expedient to act on it.

The strong port of Santona, and the numerous batteries round Bermeo, being dismantled, our ships will have in future two good anchorages on the coast in westerly gales, as it will be a work of considerable time and labour to re-mount heavy cannon on the various eminences of those places, which must all be conveyed by sea, the country being so extremely mountainous and the roads so bad that land-carriage is almost impracticable.

The brigade of seaman and marines from the squadron being commanded by the honourable Captain Aylmer, of the *Narcissus*, his letter to me of the 9th Instant will inform your lordship of the events which took place on their landing at Santona, and during the short time they occupied it. To the zeal and ability of that excellent officer I am much indebted, as well as to that of Captain Bowles, of the *Medusa*, who most anxiously solicited to be attached to the brigade, and acted as second in command; Mr. Hugh Pearson, my first lieutenant, and lieutenant Desbrisay, commanding the marines, distinguished themselves by their exemplary conduct, as, in short, did all the other officers and men composing the brigade.

The disposition of the boats made by Captain Galway of the *Dryad*, assisted by Captain Joyce of the *Amazon*, at our different landings, was so judicious as to prevent either confusion or loss where the surf was frequently extremely dangerous to approach; nor were the services of Captain Digby, of the *Cossack*, less important in forwarding every part of the various duties going on both night and day, and I have only to regret that the early retreat of the enemy on the 7th deprives me of an opportunity of announcing to your lordship his entire defeat and surrender.

Having by our landing at Santona induced the enemy to abandon several positions in the interior, as well as on the sea-coast, in order to collect a sufficient force to prevent our continuing in possession of that place, I shall be happy to find that the armies of Asturias, and of the mountains of St. Andero have been put in motion, during the absence of the French, which was the principle agreed upon between the Junta of Asturias and myself, but as yet I have no information on that head.

This expedition has, however, cost the enemy upwards of two hundred men, besides an infinity of trouble and marching, and added nigh 300 volunteers to General Porlier's little army. I am also happy in having this opportunity of bearing testimony to the talents of that distinguished officer, and the gallantry of his small band of officers and soldiers, who on every occasion were emulous for their own and country's honour.

I am now proceeding westward, to land the general and his men at



Ribadeo, and shall feel happy if the complete success of this little expedition, the zeal with which it has been executed, and the principle on which it was undertaken, be honoured with your lordship's approbation.

I have the honour to be, &c.

R. MENDES.

*Right Hon. Lord Gambier, Admiral  
of the Blue, &c.*

SIR,

*Narcissus, July 9, 1810.*

Herein I beg leave to detail the proceedings of the battalion of seamen and royal marines which you did me the honour to place under my command, acting in conjunction with, and under the orders of Brigadier-general Porlier.

On the morning of the 5th instant, we landed with the Spanish force on the Beach to the westward of Santona, and, immediately, went forward to the town, which we entered without any loss, the French retiring across the River; our advanced guard under Lieutenant Desbrisay, of the marines of the Amazon, with the Spanish Tirailleurs, succeeded in stopping a part of the rear guard of the French, after killing two, and wounding a few more, and taking some prisoners: in the course of the day, Brigadier-general Porlier sent off some of his men on the road to St. Andero, and Lieutenant Pearson, of the *Arethusa*, was detached with a party of seamen to destroy the guns in the forts, which was completely effected.

The 6th was employed in examining the place, in case of being attacked by the French, whom we had reason to expect would advance in force from St. Andero.

On the morning of the 7th, we placed the boats' carronades on a hill which commanded the Isthmus leading to the town, and posted the men along the hedges and vineyards in front of the position, the Spaniards on the right on a sand-hill, and the English, with the Spanish Tirailleurs, in the centre, and left. At about eleven o'clock A. M. a firing was heard, and our advanced parties retired, closely followed by the French. The marines composing our out-post, under Lieutenant Fennel of the *Arethusa*, retired in the most perfect order. Very shortly the enemy was observed advancing rapidly in three columns, one making for the right, the other for the left, keeping the third in reserve; their principal object appeared the right, where the Spaniards were posted, but they were almost immediately checked by the steadiness of the reception they there met with, and a few shot being fired from our battery; the other column on our left scarcely advanced, but fired at a distance; finding, probably, our preparations made with more strength than they imagined, they faced about and retired, leaving several killed and wounded.

The enemy's force appeared to consist of between seven and eight hundred men, and I have only to regret that they did not advance nearer, for had they done so, I am convinced a most complete and entire destruction of their whole force would have taken place.

Brigadier-general Porlier detached his sharpshooters to harass their rear; they succeeded in killing and wounding several, and making some prisoners; on the whole I conceive the loss of the French in the three several days, in killed, wounded, and prisoners, amounts to about one hundred and fifty men.

The whole of the guns, &c. in Santona and Laredo are destroyed, consisting of twenty-two twenty-four pounders, and four thirteen-inch brass mortars.

On the 8th in the morning, according to your directions, I withdrew the guns and ammunition, &c. and re-embarked with the people, without any loss, the Spaniards only having seven men wounded.

I have now to acknowledge the obligation I am under to Captain Bowles, of the *Medusa*, for his indefatigable activity in getting every thing arranged, and having the men in such perfect order when the enemy advanced, as well as to express the great satisfaction I felt at the steadiness and firmness with which the men awaited the attack. Lieutenant Rees, of the *Dryad*, who did the duty of adjutant to the battalion, has also my sincere thanks for the assistance he gave me in the different directions, and for his unre-mitted attention to the order of the whole. The only officers who had the least opportunity to distinguish themselves were Lieutenants Desbrisay and Fennel, of the marines, who commanded the advanced guards during the two little affairs.

I have the honour to be, &c.

(Signed) F. W. AYLMER.

To Captain Mends, *Arethusa*.

AUGUST 4, 1810.

*Copy of a Letter from Admiral Sir Charles Cotton, Bart. Commander in-chief of his Majesty's ships and vessels in the Mediterranean, to John Wilson Croker, Esq. dated on board the San Josef, off Toulon, June 3, 1810.*

SIR,

I enclose herewith for the information of the Lords Commissioners of the Admiralty, copy of a letter from Captain Brenton of the *Spartan*, giving an account of a very gallant action fought by that ship against a squadron of the enemy, in the bay of Naples on the 3d Ultimo. Any comment of mine upon this occasion would be superfluous after the clear and distinct account given by Captain Brenton of the action, and the manner in which he enticed the enemy out; I have, however, to lament a severe wound this gallant officer has received by a grape-shot, though I trust not dangerously.

I have no doubt their lordships will duly appreciate the conduct of Lieutenant Willes, first of the *Spartan*, who fought the ship after Captain Brenton was wounded.

I have the honour to be, &c.

(Signed) C. COTTON.

*Spartan, off the Bay of Naples,  
May 3, 1810.*

SIR,

On the 1st instant his Majesty's ships *Spartan* and *Success* chased the French squadron, consisting of one frigate of forty-two guns and three hundred and fifty men, one corvette of twenty-eight guns and two hundred and sixty men, one brig of eight guns and ninety eight men, one cutter of ten guns and eighty men; they succeeded in getting into the Mole of Naples, favoured by light and partial breezes; as I was sensible they would never leave that place of refuge whilst two British frigates were in the Bay, I directed Captain Ayscough to remain on my rendezvous, from five to ten leagues south west of the Island of Capri, continuing with the *Spartan* in the Bay of Naples.

At day-light this morning we had the pleasure of seeing the enemy's squadron as before-mentioned, re-enforced by eight gun-boats, standing towards us in a close line. The action began at fifty-six minutes after seven with the enemy's frigate, exchanging broadsides when within pistol-shot, passing along their line and cutting off their cutter and gun-boats from the body of the squadron. The enemy was under the necessity of wearing to renew his junction, but was prevented by the *Spartan* taking her station on their weather beam; a close and obstinate contest ensued; light and variable winds lead us near the batteries of Baia; the enemy's frigate making all sail to take advantage of their shelter. The crippled state of the *Spartan* not allowing her to follow, we bore up, raking the frigate and corvette as

we passed them, and succeeded in cutting off the brig. The corvette, having lost her foretop-mast, effected her escape with the assistance of the gun-boats; the latter had, during the action, galled us excessively by laying on our quarter, and the severity of our loss, having ten killed and nineteen wounded, may in some measure be attributed to this circumstance.

I was myself wounded about the middle of the action, which lasted two hours; but my place was most ably supplied by Mr. Willes my first lieutenant, whose merit becomes more brilliant by every opportunity he has of shewing it; he is without exception one of the best and most gallant officers I ever met with. To Lieutenants Baumgardt and Bourne I feel equally indebted for their exemplary conduct and gallantry.

Captain Hoste of the royal engineers had been sent with me for the purpose of reconnoitring the enemy's positions on the coast. Upon this occasion I requested him to take the command of the quarter-deck guns, foreseeing that the whole attention of the first lieutenant and myself would be required in manœuvring the ship during the variety of service we were likely to expect. His conduct was truly worthy of the relationship he bears to my distinguished friend Captain Hoste of the *Amphion*.

The intrepidity and judgment of Mr. Slenner the master was also very conspicuous. Nor must I forget Mr. Durin the purser, who took charge of a division of guns on the main deck in place of their officer, absent in a prize with eighteen men, (which reduced our number to two hundred and fifty-eight at the commencement of the action) where he displayed the greatest gallantry. The warmest praise is also due to Lieutenants Fegan and Fotherrell of the royal marines, whose conduct was truly deserving of admiration.

The warrant and petty officers and ship's company evinced a degree of enthusiasm that assured me of success at the earliest period of the action.

To the light and fluctuating winds, to the enemy being so near their own shores, which is lined with batteries, they are indebted for the safety of their whole squadron, which at a greater distance from the shore, I do not hesitate in saying must have fallen into our hands.

Among the killed we have to regret the loss of Mr. Robson, the master's mate, a young man of great promise.

I enclose a list of the killed and wounded, and the damages we have otherwise sustained.

I have the honour to be, &c.

(Signed) J. BRENTON.

*List of enemy's ships, &c. engaged by his Majesty's ship Spartan, in the Bay of Naples, on the 3d May, 1810.*

Ceres frigate, of 42 guns and 350 men; severely crippled, escaped under the batteries.

Fame corvette, of 28 guns and 260 men; lost her foretop-mast, and otherwise severely crippled.

Le Sparviere brig, of 8 guns and 98 men; taken.

Achilles cutter, of 10 guns and 80 men; escaped under the batteries.

Eight gun-boats, each with 1 twenty-four pounder and 40 men; ditto.

#### *Recapitulation.*

96 guns and 1108 men.

(Signed) J. BRENTON.

*A List of Killed and Wounded on board his Majesty's ship Spartan, J. Brenton, Esq; Captain, in action with a squadron of the enemy's ships and gun-boats in the Bay of Naples, on the 3d May, 1810.*

*Killed.*—Mr. W. Robson, master's-mate; Archibald Taylor, seaman; An-



tonio del Brio, seaman; Timothy Ashton, Seaman, John F. Rendeck, seaman; William Crese, Seaman; David Marshall, seaman; John Kemp, marine; James Fuller, marine; John Dermon, marine.—Total 10.

*Wounded*.—J. Brenton, Esq. Captain, severely; David Johnson, seaman, ditto; William Torrie, seaman, ditto; Joseph Dennis, seaman, ditto; Thomas Drinkwater, marine, ditto; Richard Bearde, marine, ditto; James Conway, seaman, dangerously; Robert Brown, seaman, ditto; Henry Jameson, seaman, amputated thigh; John Mahon, marine, ditto arm; Thomas Anderson, seaman, slightly; Henry Scully, seaman, ditto; Richard Wilson, seaman, ditto; Jnt. Smith, (2), seaman, ditto; George Campbell, Mr. F. W. Willis, lieutenant, ditto; Mr. Rocasted, marine, ditto; Jnt. Roberts, marine, ditto; Tobias Donnell, seaman, contusion; Hares Moorbray, seaman, ditto; John Denton, seaman, ditto; Henry Leppy, seaman, ditto.—Total, Killed and Wounded, 32.

(Signed) J. BRENTON.

*Copy of another letter from Admiral Sir Charles Cotton, Bart. to John Wilson Croker, Esq; dated on board his Majesty's ship the San Josef, 3d June, 1810.*

SIR,

I have great satisfaction in transmitting to the Lords Commissioners of the Admiralty the accompanying copy of a letter from Captain Eyre, together with the enclosures to which it refers, detailing his proceedings in an attack by the ships named in the margin \*, conjointly with a British military force under Brigadier-general Oswald, of Santa Maura, and the final reduction of the citadel and island.

Much skill, bravery, and perseverance appear to have been displayed by Captain Eyre, the captains, officers and men under his orders; and an infinite deal of credit due to all concerned in the enterprise.

I have the honour to be, Sir, &c.

C. COTTON.

SIR,

*Magnificent, at St. Maura, 18th April, 1810.*

Having in my letter to Lord Collingwood of the 8th of last month stated the principal reasons which induced General Oswald and myself to determine upon attacking the enemy in the island of St. Maura, I have now the satisfaction to inform you of the complete success of our expedition.

Immediately this measure was resolved upon, I sailed from Cephalonia to collect the squadron, and directed Captain Griffiths of the Leonidas to cruize to the northward of St. Maura, in order to prevent any supplies or reinforcements being sent to Corfu, a service which was most effectually performed.

On the 18th of March we were all assembled at Zante, but the Montagu in working into the road, through the ignorance of her pilot, got upon a shoal and knocked her rudder off, by which unfortunate accident she was prevented from accompanying us. The troops which she was intended to take being divided amongst the other ships, as also her marines under the command of Captain Snow, and the general having done me the honour to embark on board the Magnificent, I sailed with the Belle Poule, Imogen, three gun-boats, and five transports, early on the morning of the 21st, and arrived at St. Maura the same evening. I gave directions to Captain Stephens of the Imogen to anchor as close to the shore as possible, taking the

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\* Magnificent, Montagu, Belle Poule, Leonidas, and Imogen.

gun-boats with him, in order to cover the landing of the troops, and to silence two small batteries which were situated near the landing-place.

The disembarkation began at day-break the following morning, and was very expeditiously effected under the immediate direction of Captain Brisbane. The marines belonging to the *Magnificent*, *Montagu*, and *Belle Poule* were landed at the same time and attached to the army. One of the batteries fired at the *Imogen*, but upon a brisk return being made from her and the gun-boats, the enemy abandoned them, as he also did two other batteries which commanded the entrance of a large lake that extends to the tower and citadel.

The citadel of *St. Maura* is situated upon a low, narrow neck of land, projecting into the sea on the north east end of the island, and though nearly surrounded by the sea, is, from its embayed position and shallowness of the water, unassailable by ships. The want of secure anchorage on that side the island obliged me to place the transports in a port six or seven miles from where the operations were to be carried on. As soon as the troops were landed they began their march towards the town, which was given up without opposition, and taken possession of by Colonel Lowe and a body of troops, another division continued on its route towards the citadel. I thought it necessary to accompany the general in order to facilitate such supplies and co-operation from the ships as the circumstances of the moment might make necessary. When we reached the northern shore, it was discovered that the enemy had constructed two strong redoubts upon the neck of land, a considerable distance in advance of the citadel, and which it was necessary to drive him from, before any thing could be undertaken against the principal work. A battery of two guns, still further in advance, the enemy had been forced to abandon by a detachment of troops under the command of Major Church. The *Leonidas* was then only a few miles from the shore, and the weather being fine it was judged a favourable opportunity to make an immediate and joint attack upon the first redoubt. Captain Brisbane, who was with me, ever anxious to render himself of use, volunteer'd to take any orders to the *Leonidas*, and I, therefore, sent directions by him to Captain Griffiths to anchor as near to the redoubt as possible and cannonade it, which was executed with his usual promptitude. The troops, at the same time, with the general at their head, advanced under a very heavy fire of grape and musquetry to the assault, drove the enemy from its intrenchments at the point of the bayonet, and followed him so close that he had not time to rally at the second redoubt, but fled through it without stopping, and was pursued close to the walls of the citadel. The acquisition of these posts, which from that moment we retained possession of, was of the greatest importance to the future operations.

Being myself wounded in the head, I was under the necessity, for a few days, of giving up the naval arrangements to Captain Brisbane, to whose zealous ardour, whatever service he is employed upon, it is impossible for me to do sufficient justice.

On the 25th, finding myself able to give all such directions as could be necessary for the service going forward, and that it was very essential to increase the force on the northern side of the island, I directed Captain Brisbane to proceed there in the *Belle Poule*, taking with him the *Imogen* and gun-boats.

Captain Stephens had been wounded in the foot at the storming of the redoubts, but too zealous to allow it to interfere with his personal exertions. I am sorry to say that he still suffers from it very considerably.

Ten of the *Magnificent's* gun's were landed, and one hundred and fifty seamen, under the command of Lieutenant Astley, whose assiduous attention and activity in performing every duty entrusted to him, the general speaks of in strong terms of approbation.

On the 30th the Montagu joined me. Captain Mowbray by the greatest exertions had re-lung his rudder at Zante, and lost not a moment afterwards in following us. On her arrival two of her lower-deck guns were landed, and one hundred of her seamen, to do duty on shore. I at the same time directed Captain Mowbray to superintend all the operations that were going forward, that no assistance which the ships could give might be omitted.

On the 7th of April I left the transports under the care of the Montagu, and proceeded to the opposite side of the island, where our batteries opened the following morning. The seamen of the Magnificent, in consequence of the ship going to sea, were withdrawn from the shore, and an additional number sent from the Montagu, the whole being then under the command of Lieutenant Lyons of that ship.

The only way that the citadel could be approached with cannon being by a narrow neck of land, and which is composed principally of a loose gravel thrown up by the sea, the difficulties in erecting our batteries had been very great, but the ardour and energies of the soldiers and sailors, animated in every danger and every fatigue by the continual presence of General Oswald, rose in proportion as the obstacles presented themselves.

Captains Brisbane and Griffiths, with the masters of their ships, took great pains to sound about the citadel, but it was found impracticable to carry the ships nearer than a mile. On the 5th the King's-fisher joined from Malta, and information having been received that the enemy had made great preparations at Corfu and Parga to throw in supplies to St. Maura, I directed Captain Tritton to keep under weigh at a short distance in the offing, and Captain Stephens to anchor in the Imogen, just out of gun-shot of the enemy's works. The vigilant attention paid by those officers to that important piece of duty is highly creditable to them, and I believe not a boat made its way. The citadel kept up a spirited fire till the night of the 15th, when a detachment of troops under the command of Colonel Moor drove the enemy from an advanced entrenchment, and lodged itself in their place. A very heavy fire of grape and musketry continued for many hours, but the enemy finding that the British troops were immovable, and that his own men were picked off in the embrasures, he sent a flag of truce to propose terms of capitulation. Captain Mowbray and Colonel Lowe were authorized by the general and myself to treat with the governor, and in a short time the terms which I have the honour to enclose were agreed upon, and that night the gates put into our possession.

It is a great pleasure to me, Sir, to represent to you the flattering terms in which the general speaks of the uninterrupted good conduct of the seamen and marines employed on shore during this siege, and which is so creditable to the officers who were with them; and though the part which the ships could take, from the peculiar situation of the place, was very limited, yet I am sure you will readily believe, from the known character of that captain I had the honour to have under my command, that the greatest zeal and anxiety was shewn by them to do every thing that was possible.

The assistance I received from Captain Mowbray, and his unremitting attention to every piece of duty that was going forward, demands my warmest acknowledgments.

To Lieutenant Elphick, the first-lieutenant of the Magnificent, a very gallant and zealous officer, I am much indebted for his attention and assiduity at a time when I was unable to exert myself as usual; and it would be injustice if I omitted to mention the readiness and alacrity shewn by Lieutenant Bussell, agent of transports, in attending any duty which was required of him, when the Lieutenants of the Magnificent were employed on shore.



I transmit, herewith, the capitulation signed by General Camus, as also returns of the artillery and ordnance stores, taken in the citadel and advanced batteries, and lists of the killed and wounded belonging to his Majesty's ships under my orders.

I have the honour to be, &c.

GEO. EYRE.

*To George Martin, Esq. Rear-admiral of the Red, &c.*

*A Return of Officers and Men belonging to his Majesty's Ships Magnificent, Montagu, Belle Poule, Leonidas, and Imogen, Killed and Wounded at the Siege of St. Muura, between the 21st of March, and 16th April, 1810.*

Magnificent, 3 killed, 9 wounded: Montagu, 4 killed, 21 wounded; Belle Poule, 6 wounded; Leonidas, 2 wounded; Imogen, 1 wounded.

*Names of Officers and Men Killed and Wounded.*

MAGNIFICENT.

*Killed.*—Bartholomew Murphy, private marine; Charles Green, private marine, John Doyle, private marine.

*Wounded.*—George Eyre, captain, severely; Joseph Allen, marine, ditto; Thomas Webster, marine, ditto; Daniel Wilson, marine, ditto; Robert Brown, marine, slightly; Thomas Minshawe, marine, ditto; John Bagot, marine, ditto; George Wilson, marine, ditto; Richard Benton, marine, ditto.

MONTAGU.

*Killed.*—William Quinn, quarter-master's-mate; John Williams, (2) marine; Thomas Seager, marine; Charles Gay, marine.

*Wounded.*—W. H. Snowe, captain royal marines, severely; James Jeffery, landman, ditto; Thomas Lackey, able seaman, ditto; William Bickerstaff, landman, slightly; Patrick Calaghan, ditto; William Cockham, landman, severely; Samuel Adams, landman, ditto; John Haggarty, sergeant marines, ditto; William Lowe, private marine, ditto; John Charles, private marine, ditto; Joseph Oply, private marine, ditto; William Brown, private marine, ditto; Daniel Hallacy, private marine, ditto; Samuel Logan, corporal marines, slightly; John Sowerby, captain after-guard, ditto; Daniel Blake, able seaman, ditto; George Hutchinson, quarter-master, ditto; William Ball, landman, ditto; John Brown, (1) landman, ditto; William Stratton, able seaman, ditto; Henry Holman, ordinary seaman, ditto.

BELLE POULE.

*Wounded.*—Arthur Morrison, 2d lieutenant, royal marines, slightly; William Baker, private marine, severely; James Hooper, private marine, ditto; William Millard, private marine, slightly; Nicholas Allard, private marine, ditto; James Bowden, (1) private marine, ditto.

LEONIDAS.

*Wounded.*—Vernon Lamphier, third lieutenant, slightly; George Brown, quarter-master, severely, since dead.

IMOGEN.

*Wounded.*—William Stephens, captain, severely.

G. EYRE, captain of his Majesty's ship Magnificent, and senior officer in the Ionian sea.

## Nabal Courts Martial.

**A** COURT MARTIAL was lately holden at Portsmouth, on Mr. Hamilton Burke and Mr. William Sydney, the former Assistant-surgeon, and the latter acting-second-master of the Violet lugger, for having been concerned in the introduction of spirits into the said lugger, contrary to the 18th article of war. The court were of opinion the charge was not proved, and adjudged them to be acquitted.

Two days after the above, a court-martial was holden on John Mills, armourer of the Sarpedon, for occasioning the death of Thomas Collins, carpenter's-mate of the Sarpedon, while examining a musket, which went off. The Court having agreed that the musket accidentally went off while the prisoner was new flinting it, did adjudge him to be acquitted.

August 23. A court-martial was held on Mr. Christ. Smith, under-clerk of his Majesty's ship Curaçoa, for enticing Messrs. William Brutton and Christ. Austen, midshipmen of the said ship, to emigrate to America. He was sentenced to be imprisoned two years in the Marshalsea. Rear-admiral Sawyer, President.

### Promotions and Appointments.

ADMIRALTY-OFFICE, JULY 31, 1810.

#### Admirals and Captains appointed.

This day, in pursuance of the King's pleasure, the following flag-officers of his Majesty's fleet were promoted, viz.

#### *Admirals of the White,*

Skeffington Lutwidge, Esq.; George Montagu, Esq.; Right Hon. George Lord Keith, K. B.; James Pigot, Esq.; Right Hon. William Lord Radstock; Thomas Mackenzie, Esq.; Sir Roger Curtis, Bart.: to be admirals of the red.

#### *Admirals of the Blue,*

William Young, Esq.; Right Hon. James Lord Gambier; Philip Patton, Esq.; Sir Charles Morice Pole, Bart.; John Leigh Douglas, Esq.; William Swiney, Esq.; Charles Edmund Nugent, Esq.; Charles Powell Hamilton, Esq.; Edmund Dod, Esq.; Sir Charles Cotton, Bart.; John Thomas, Esq.; James Brine, Esq.; Sir Erasmus Gower, Kut.; John Holloway, Esq.; George Wilson, Esq.: to be admirals of the white.

#### *Vice-admirals of the Red,*

Sir Charles Henry Knowles, Bart.; Hon. Thomas Pakenham; Robert Deans, Esq.; James Hawkins Whirshed, Esq.; Arthur Henpe, Esq.; Smith Child, Esq.; Thomas Taylor, Esq.; Sir John Thomas Blackworth, K. B.; Sir Robert Calder, Bart.; Hon. George Cranfield Berkeley; Thomas West, Esq.; James Douglas, Esq.; Peter Aplin, Esq.; Henry Savage, Esq.; Bartholomew Samuel Rowley, Esq.; Sir Richard Bickerton, Bart.; George Bowen, Esq.: to be admirals of the blue.

#### *Vice admirals of the White,*

Robert Montagu, Esq.; John Ferguson, Esq.; Edward Edwards, Esq. Sir John Borlase Warren, Bart. and K. B.: to be admirals of the blue.

*Vice-admirals of the White,*

Edward Tyrrell Smith, Esq.; Sir Thomas Graves, K.B.; Thomas Macnamara Russell, Esq.; Sir Henry Trollope, Knt.; Sir Henry Edwyn Stanhope, Bart.; Robert McDonall, Esq.; Billy Douglas, Esq.; John Wickey, Esq.; John Fish, Esq.; John Knight, Esq.; Edward Thornbrough, Esq.; Sampson Edwards, Esq.; George Campbell, Esq.; Henry Frankland, Esq.; Arthur Phillip, Esq.; Sir William George Fairfax, Knt.: to be vice-admirals of the red.

*Vice-admirals of the Blue,*

Sir James Saumarez, Bart. and K. B.; Thomas Drury, Esq.; Albemarle Bertie, Esq.; Right Hon. William Earl of Northesk, K. B.; James Vashon, Esq.; Thomas Wells, Esq.; Sir Edward Pellew, Bart.: to be vice-admirals of the red.

*Vice-admirals of the Blue,*

Sir Isaac Coffin, Bart.; John Aylmer, Esq.; Samuel Osborn, Esq.; Richard Roger, Esq.; John Child Purvis, Esq.; Theophilus Jones, Esq.; William Domett, Esq.; William Wolseley, Esq.; John Manley, Esq.; George Murray, Esq.; John Sutton, Esq.; Robert Murray, Esq.; Hon. Sir Alexander Cochrane, K. B.; John Markham, Esq.: to be vice-admirals of the white.

*Rear-admiral of the Red,*

Charles Stirling, Esq.: to be vice-admiral of the white.

*Rear-admirals of the Red,*

Henry D'Esterre Darby, Esq.; Edward Bowater, Esq.; George Palmer, Esq.; William O'Bryen Drury, Esq.; William Essington, Esq.; John M'Dougall, Esq.; James Alms, Esq.; Eliab Harvey, Esq.; Sir Edmund Nagle, Knt.; John Wells, Esq.; Richard Grindall, Esq.; George Martin, Esq.: to be vice-admirals of the blue.

*Rear-admirals of the Red,*

Sir Richard John Strachan, Bart. and K. B.; Sir William Sidney Smith, Knt.; Thomas Sotheby, Esq.; Nathan Brunton, Esq.; William Hancock Kelly, Esq.; John Schanck, Esq.; Hon. Michael De Courcy: to be vice-admirals of the blue.

*Rear-admirals of the White,*

William Bentinck, Esq.; Paul Minchin, Esq.; Philip D'Auvergne, Prince of Bouillon; John Hunter, Esq.: to be vice-admirals of the blue.

*Rear-admirals of the White,*

Francis Pender, Esq.; William Albany Otway, Esq.; George Lumsdaine, Esq.; Sir Samuel Hood, Bart. and K. B.; Henry Nicholls, Esq.; Herbert Sawyer, Esq.; Davidge Gould, Esq.; Sir Richard Goodwin Keats, K. B.; Robert Devereux Fancourt, Esq.; Sir Edward Buller, Bart.; Hon. Robert Stopford; Mark Robinson, Esq.; Thomas Revell Shivers, Esq.; Francis Pickmore, Esq.; John Stephens Hall, Esq.; John Dilkes, Esq.: to be rear-admirals of the red.

*Rear-admirals of the Blue,*

William Lechmere, Esq.; Thomas Foley, Esq.; Charles Tyler, Esq.; Robert Carthew Reynolds, Esq.: to be rear-admirals of the red.

*Rear-admirals of the Blue,*

Robert Watson, Esq.; Right Hon. Alan Hyde Lord Gardner; Manley



Dixon, Esq.; George Losack, Esq.; William Mitchell, Esq.; George Hart, Esq.; Thomas Bertie, Esq.; Rowley Bulteel, Esq.; William Luke, Esq.; Isaac George Manley, Esq.; John Osborn, Esq.; Edmund Crawley, Esq.; Charles Boyles, Esq.; Sir Thomas Williams, Knt.; Thomas Hamilton, Esq.; Sir Thomas Boulden Thompson, Bart.; George Countess, Esq.: to be rear-admirals of the white.

And the under-mentioned captains were also appointed flag-officers of his Majesty's fleet, viz.

John Laugharne, Esq.; William Hargood, Esq.; George Gregory, Esq.; John Ferrier, Esq.; Richard Ingleton Bury, Esq.; Robert Moorson, Esq.; Sir Charles Hamilton, Bart.; Hon. Henry Curzon; Lawrence William Halsted, Esq.; Edward Oliver Osborn, Esq.; Sir Harry Neale, Bart.; Sir Joseph Sidney Yorke, Knt.; Hon. Arthur Kaye Legge; Francis Fayerman, Esq.; Right Hon. George Earl of Galloway; Thomas Francis Freemantle, Esq.; Sir Francis Laforey, Bart.; Philip Charles Durham, Esq.; Israel Pellew, Esq.: to be rear-admirals of the blue.

Rear-admiral William Albany Otway, is appointed Commander-in-chief at Leith, *vice* Sir Edmund Nagle.

Rear-admiral Sir Charles Hamilton, to succeed Admiral Otway, as commander-in-chief in the Thames.

Rear-admiral Freemantle, to a command in the Mediterranean.

Rear-admiral Pickmore, to be captain of the Mediterranean fleet.

The Right Hon. Lord Gardner is appointed to succeed vice-admiral Billy Douglas, as commander-in-chief at Yarmouth.

Rear admiral Sir Francis Laforey, Bart. to command at Barbadoes and the Leeward islands.

Vice-admiral Thornborough, to be commander-in-chief at Cork, in the room of Admiral Whitshed.

Matthias March, Esq. of Brockhurst Lodge, near Gosport, is appointed secretary to Admiral Thornborough.

Sir Thomas Williams has shifted his flag from the Venerable to the Hannibal, Capt. A. King. Sir Thomas will resume his command off the Scheldt.

The Lords of the Admiralty have superseded all the officers that were appointed at the beginning of the war to the impress service in England and Ireland, by officers on the half-pay list.

Captain T. B. Martin, to the Royal Sovereign yacht, *vice* Sir Harry Neale, promoted to a Rear-admiral; Captain Alexander Fraser, to the William and Mary yacht, *vice* Captain Freemantle, promoted to a Rear-admiral; Captain Henry Hotham, to the Northumberland, *vice* Captain Hargood, promoted to a rear-admiral; Hon. Captain Capel, to the Elizabeth, *vice* Hon. Captain Curzon, promoted to a rear-admiral; Captain Raggett, to the Defiance, *vice* Hotham; Sir William Bolton, to the Endymion, *vice* Capel; Sir John Louis, to the Druid, *vice* Sir William Bolton; Captain Searle, acting, to the Elizabeth; Captain Butterfield, acting, to the Courageux; Captain J. W. Maurice (the brave defender of the Diamond Rock) to be governor of the island of Anholt, in the Cattegat; Captain Houstoun, to the Vestal; Captain C. Nixon, to the Speedy; Captain White, of the Ariel, to the Ruby; Captain Bayntun, to be paying-commissioner at Plymouth, in the room of Admiral Is. Pellew; Sir Home Popham, to the Venerable; Captain A. Mackenzie, to the Armada; Captain Guion,

to the *Philomel*; Captain J. Stewart, to the *Blossom*; Captain Sir John Gore, to the *Tonnant*; Captain S. H. Linzee, to the *Dreadnought*; Capt. Huddyman, to the *Bellerophon*; Captain Duun, to the *Armide*; Captain S. Warren, to the *President*; Captain Marshall, to the impress service, at Southampton, *vice* Kittoe; Captain A. King, to be flag-captain to Sir T. Williams; Captain M. Buckle, to the *Adamant*; Captain E. W. Knox, to the *St. Fiorenzo*; Captain Hon. William Waldegrave, to the *Melpomene*; Captain D. Hamilton, to the *Onyx*; Captain Robert Hall, to the *Rambler*; Captain C. Penrose, to the *St. Juan*; Captain Thomas Fellowes, to the *Watchful*; Captain Malcolm Cowan, to the *Fox-hound*; Captain Collins, from the *Latona*, acting, to the *Columbine*; Captain Sothby, to the *Latona*.

A flotilla establishment is forming at Gibraltar, under the command of Captain C. V. Penrose, who will hoist a broad pendant there. Captains Fellowes and Hall (commanders) are appointed to the service.

The following commanders have been promoted to the rank of post-captains:

Captains C. J. Austen; Spelman Swaine, (of the *Philomel*;) Francis Beaufort, (of the *Blossom*;) Benjamin Walker; William Charlton; John Maxwell; Philip Browne; W. B. Bradby.

#### Lieutenants, &c. appointed.

Lieutenants Henry Wildey; James Molineux; Thomas Barclay; Henry Jane; G. H. Guion; D. Lawrence; William Stewart, (late flag-officer to Sir Roger Curtis); T. S. Grove; P. Proctor; G. W. Willes; Henry Thompson; R. Lisle Coulson; Hayes O'Grady, promoted to the rank of commanders.

Lieuts. Foley, to the impress service at Gravesend, *vice* Collins; Edward Garrett, to the impress service at Gosport, *vice* Stoyte; Norris, to the impress service at Swansea, *vice* Lieut. Heard.

Lieutenants, Alan Outley, to the *Goshawk*; James Reid, son of Sir John Reid, Bart. to the *Unicorn*; T. Scriven, to the *Pallas*; J. H. Tudor, to the *Partridge*; G. Ricketts, to the *Tyrann*; — Niven, of the *Hibernia*, to the *Goshawk*; J. Shepherd, of the *Goshawk*, to the *Hibernia*; N. Smith, to the *Vulture*; C. Okes, to the *San Juan*; G. E. Marshall, to ditto; J. Dade, to the *Papillon*; T. B. Young, to the *Trent*; William Benson, to the *Hannibal*; Keith Wells, to ditto; William Crow, to the *Gallant*; Robert W. Yates, to the *Aigle*; David E. Barilow, to the *Sapphire*; Charles Miller, to the *Dreadnought*; Rodney Shannon, to the *Lightning*; I. G. M. B. McKillop, to the *Caledonia*; Thomas Williams, (2) to the *Melford*; Thomas Hannam, to the *Bellerophon*; Thomas Brown, (2) to ditto; Humphry Hopkins, to the *North-star*; John Keenan, (2) to the *Helena*; James John Blekins, to the *Latona*; George Green, to the *Columbine*; Charles N. Bowen, to the *Indefatigable*; James Scott, (2) to the *Myrtle*; Josh. Patté, to the *Hannibal*; C. Gilmore, to the *Melpomene*; W. N. Pascoe, to the *Plover*. Jonathan Dade, to the *Delight*; William Noxen, to the *Trinculo*; A. B. Evans, to the *Melpomene*; Thomas Gardner, to the *Lightning*; John Sheridan, to the *Minotaur*; John Skekel, to the *Formidable*; James Moriarty, to the *Royal Oak*; Peter Truppo, to the *Cherokee*; William Hathwaite, to the *Podargus*; Allan Otty, to the *Goshawk*; Newdigate Poyntz, to the *Thysbe*; Ross Connor, to the *Foxhound*; William L. Edwards, to ditto; James William Baker, to the *Leyden*; William Stevenson, to the *Osprey*; I. K. Tudor, to the *Partridge*; Richard Mitchell, to the *Latona*; Charles Bennett, to the *St. George*; Frederick William

Rouke, to the *St. Juan*; Thomas I. Leeke, to ditto; Edward Wrattlesey, to ditto; Thomas Burgh, to the *Monarch*; Michael Smith, to the *Vulture*; Frederick M. Maurice, to the *Defiance*; John Lloyd, to the *Milford*; George Bentham, to the *Amelia*; Thomas Howard, to the *Sapphire*; Thomas A. Watt, to the *Undaunted*; John Fitzpatrick, (2) to the *Princess of Orange*; John George Davis, to ditto; Henry Richards, to the *Valiant*; Peter Blake, to the *Brisk*; S. Austen, to the *Defiance*; Samuel Kyle, to the *Owen Glendower*; Edward Kelly, to the *Favorite*; Robert Julyan, to the *St. Juan*; George Wills, to the *Amelia*; Robert Dwyer, to the *St. Fiorenzo*; Robert Folliot, to the *Vestal*; James Symons, (2) to ditto; John Perkins, to the *Cherokee*; Thomas B. Young, to the *Trent*, hospital-ship; Edmund William Gilbert, to the *Tyrian*; George Luke, to the *Armada*; John Rudall, to ditto; Henry L. Baker, to the garrison at Anholt; George Dove, to the *Thracian*; William Hillyar, to the *Christian VII*; Henry Edwards, to the *St. Fiorenzo*; John Coxwell, to the *Trusty*; George Edward Marshall, to the *Hannibal*; Robert Ede, to the *Brune*; George Young (3) to the *Crane*.

Mr. Jenkins, late purser of the *Peacock*, is appointed to the *Creole*; Mr. C. D. Unwin is appointed purser of the *Peacock*; and Mr. G. Macbean, to be purser of the *Egmont*; Mr. Jeset to be purser of the *Ramillies*; Mr. Filles to be purser of the *Northumberland*.

Mr. R. Worth to be master of the *Nisus*; J. Brown to be boatswain of the *Ethalion*; J. Painter to be carpenter of ditto; J. Brice to be master of the *Revenge*; Mr. J. Brown acting-master in the *Vestal*.

Mr. Bowley, foreman of joiners, at Portsmouth dock-yard, is appointed master-joiner at Deptford dock-yard.

A list of midshipmen who have passed for lieutenants on the first Wednesday in the month.

*Plymouth Yard*.—Richard Jenkins Tregent; Patrick Deucher; John Harrison; John Drake; John Harry Bellairs.

*Sheerness Yard*.—William Patterson; William Dickson; James Edgecombe; Robert Gambier.

*Portsmouth Yard*.—James Robertson; John Wells; Henry Brooke; Andrew Thompson; Robert P. Brereton; John Elwin; Thomas Sathierwaite.

#### Surgeons, &c. appointed.

George McClure to be surgeon of the *Phipps*; John Johnstone, to the *Brune*; John McCrystal, to the *Columbine*; William Craig, to the *Raven*; Thomas Davis, to the *Vestal*; Samuel Denison, to the *Reynard*; William Clifford, to the *Race-horse*; John Waller, to the *Partridge*; John Farley, to the *St. Fiorenzo*; Peter Blair, to the *Trent*; Charles Esplin, to the *Mercurius*; Peter Barland, to the *Alexandria*; Edmund James, to the *Vestal*; Robert Smyth, to the *Armada*; James Milbigan, to the *Bellerophon*; Alexander Crighton, to the *Badger*.

#### Assistant-surgeons, &c. appointed.

William Billings, to the *Royal William*; George Smyth, to the *Hibernia*; John Davis, to the *Leyden*; John Armstrong, to the *Diadem*; Archibald Skirving, to the *Druid*; R. M. Ford, to the *Tisiphone*; John Wylay, James Alexander Mercer, Andrew Morrison, Joseph Kerr, as supernumeraries to the *Tagus*; J. Runncy Rees, to the *Pegase* prison-ship; William Armitage, to the *Brisk*; John W. Smith, to the *Brisk*; John W. Smith, to the *Brisk*; John W. Smith, to the *Brisk*.



strong, to the Marlborough; William Layson, to the St. Josef; Thomas Reid, to the Canopus; Henry Osborne, to the Aboukir; John Whitmarsh, to be an hospital-mate at Gibraltar; George Brien, to the Druid; Archibald Skirving, to the Milford; George Thomson, to the Dædalus; John Johnstone, to the Armada; Thomas Woodward, to the Cormorant; R. M'Kinnal, to the Scipion; I. O'Donnell, to the Mediterranean, as a supernumerary, at the disposal of the commander-in-chief; John Johnstone, from the Armada, to be an hospital-mate at Plymouth.

#### *East India Naval Promotions.*

The Honourable the Governor in Council having been pleased to establish a rank in the marine intermediately between the rank of junior captain and that of first lieutenant and to resolve that the eight senior lieutenants shall be promoted to the rank of commander, the following officers are accordingly promoted from this date:

First Lieutenants.—George Barnes; Charles Court; Walter John Hamilton; Robert Scott; William Hewitson; Thomas Smee; Duncan Davidson Conyers; Robert Deane.

By command of the superintendent,

W. J. HAMILTON,

Assistant.

Bombay, November 9, 1809.

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#### BIRTHS.

On the 7th of August, at Greenock, the lady of Captain Brown, R. N. of a daughter.

At Wear House, Devon, the lady of Admiral Sir J. T. Duckworth, of a daughter.

At Belmont Castle, the lady of Captain Prevost, R. N. of a son.

At Edinburgh, July 30, the lady of Captain Hodgson, R. N. of a son.

At Porchester, the lady of Captain Patterson, R. N. of a son,

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#### MARRIAGES.

Lately, Captain M. Percival, of the royal marines, and collector of the customs at Quebec, to Miss Flower, eldest daughter of Alderman Sir Charles Flower, Bart. late Lord Mayor of London.

At Madras, on the 17th of March, Captain Groube, R. N. to Mrs. Watson, daughter of the late James Dudson, Esq.

At Stoke Church, Plymouth, Mr. Thomas Marchant, surgeon of the royal navy, to Anne, eldest daughter of the late William Mortimer Kirk, Esq. of Carickfergus, Ireland.

August 3, At Penryn, Lieutenant Wilson, R. N. to Miss Trenerry, daughter of Captain Trenerry.

11. At Devizes, William Thomas Joliffe Matthews, Esq. Captain in the royal marines, to Fanny, second daughter of James Bristow, Esq. of Poole, Dorset.

18. At Dawlish, by the Rev. Dr. Perkins, the Rev. George Mangles, vicar of Lewanick, Cornwall, to Miss Rayner, daughter of the late Captain Rayner, of the R. N.

18. At St. Peter's Church, in Sheffield, the Hon. Captain Valentine William Gardner, R. N. to Miss Alicia Ann Radford, daughter of the Rev. Thomas Radford, minister of St. James's Church, in Sheffield, and rector of Hardmead, Bucks.

At Honiton, Mr. Carpenter, tanner, of East Budleigh, to Miss Mary Lott, of Honiton, niece to the late gallant Captain Westcott, R.N.

### OBITUARY.

On the 19th July, at Southampton, at an advanced age, Mrs. Faulkner, widow of Admiral Faulkner, and mother of the late Jonathan Faulkner, Esq. rear-admiral of the red.

Lately, at the Leeward islands, Mr. Heawood, surgeon, of the Surinam.

On their passage from the West Indies, on board the *Abercrombie*, Mr. Thomas Hankin, gunner of the *Nyaden*, and Mr. I. B. Ford, midshipman of the *Star*.

Lately, Mr. Todd, surgeon of the *Alfred*, in the West Indies. He jumped overboard and was drowned.

On the 10th of August, at his house, in the Circus, Greenwich, Mr. Rosewell, aged 92, late clerk of the check of his Majesty's dock-yard at Woolwich.

On the 11th of June, in Gloucestershire, whither he had gone for the recovery of his health, W. M. Vaughan, Esq. late surgeon of the *Centaur*.

Lately, in the West Indies, Mr. Gould, surgeon, R. N. son of Mr. William Gould, of Langton, near Blandford.

In Charlotte-street, Rathbone-place, Lieutenant Charles Browne, late of the royal navy.

Lately, at Stanford-le-Hope, Essex, aged 46, Mr. George Evans. He was on board the *Grosvenor* East Indiaman when she was wrecked on the coast of Caffraria, on the 4th of August, 1782, and was one of the few who after experiencing unparalleled sufferings during a journey of 117 days continuance across the deserts of that inhospitable country, arrived at their native home; and is supposed to have survived that catastrophe the longest of any of those sufferers. He was the first man who humanely volunteered to go back as guide to the detachment sent by the governor of the Cape, to endeavour to discover and relieve any other of the unfortunate persons who might remain wandering about that desolate country.

Captain Bland, whose decease was noticed at page 87, was the nephew of General Bland, and distinguished for his judgment and intrepidity in the line of his profession, as well as for the milder moral duties of humanity. His illness, contracted in a damp prison in Holland, where he was confined after the loss of the *Flora* on that coast, was confirmed by an extended cruize in the *Baltic* during the last autumn, and rapidly hastened his death, which he met with the calm fortitude of a truly Christian hero.

July 23. Suddenly, just as he had sat down to dinner, Mr. William Daggon, aged 50; boatswain of the *Carnatic*, lying in ordinary at Plymouth. He had been recently appointed to the *Carnatic*, and his wife was absent at Portsmouth, disposing of his property there, with the intention of settling at Plymouth.

23. At Tiverton, Captain George Andrews, R. N. whose services

on board the *Agamemnon* gained him the esteem and friendship of the late Lord Nelson.

Of a decline, aged 36, Lieutenant C. Williams, of his Majesty's ship *Hornet*, guard-ship, at St. Helen's Pool, Scilly.

On Sampson island, Scilly, aged 45, William Webber, one of the most skillful fishermen of the islands, in striking of plaice and turbot.

At Carmarthen, Captain Baines of the royal navy.

Of a paralytic stroke, on board his Majesty's ship *Haerlem*, Mr. Peter Salmon, aged 56, superintendant master in the port of Chatham. He had served thirty years as master in the royal navy.

August 8. After a long and severe illness, at Sicily, on which station he had been upwards of four years, Charles Williams, Esq. commander of his Majesty's ship *Hornet*, and son-in-law of Jonathan Page, Esq. of Great Smith-street, Westminster. He was one of the few survivors who recovered of their wounds in the gallant action by Sir Edward Pellew, in the *Nymph* frigate, when she captured the *Cleopatra*, French frigate, the first ship of war taken after the beginning of the revolutionary war: since which time he served his king and country in the expedition to Egypt, twice in the West Indies and coast of Africa, with the reputation of a good and brave officer.

At his lodgings, near Tamerton, Devon, Lieutenant Richard Hawkes, of the *Arrow* schooner.

August 11. On Richmond Hill, Mrs. Hue, wife of Captain Hue, of the royal navy.

At Tunbridge Wells, Lieutenant T. H. Lloyd, R. N. third son of the late Francis Lloyd, Esq. of Dongay, Montgomeryshire.

At Portsea, Mr. Richard Moore, aged 90, formerly master locksmith in his majesty's dock-yard, at Portsmouth.

Richard Good, Captain's-clerk of his Majesty's ship *Indefatigable*, in Portsmouth harbour, shot himself on Monday, July 23, with a ship's pistol: the ball passed through his head, killed him, and passed into an adjoining cabin. It appeared, in evidence, before Roger Callaway, Esq. Coroner, that he had for some time shewn symptoms of insanity, and that he was much addicted to drinking. A verdict of *Lunacy* was returned.

On the 27th of March, at Bagnères, (where he had removed from Verdun for the improvement of his health) Mr. John Robertson, prisoner of war, late of the *Eagle*, and third son of Mr. Robertson, of Welbeck-street.

At Scarrington, near Bingham, Captain J. Hall, after a long illness, brought on by the many severe wounds he had received in different actions.

At Caton Ham, of a consumption, Lieut. J. E. Eastman.

At Plymouth, after a lingering illness, which he sustained with fortitude, Captain Morris.

Suddenly, at Langare, Carmarthenshire, Captain M. Laugharne.

August 27. In Spring-gardens, aged 19, Mrs. Eliza Harris, wife of Thomas Herbert Harris, Esq. commander in the Hon. East India Company's service.

About the middle of August, in the Royal Naval Hospital, at Stonehouse, of a decline, brought on by serving on shore in the late expedition to Walcheren, Edward Hampden-Rose, a native of Dublin, and well known to the public, as the author of some pieces which have appeared in the **NAVAL CHRONICLE**, under the signature of a "FOREMAST-MAN."







CAPT<sup>N</sup> SIR JA<sup>S</sup> A. WOOD. KNT

MEMOIR OF THE PUBLIC SERVICES  
OF  
SIR JAMES ATHOL WOOD, KNT.  
CAPTAIN IN THE ROYAL NAVY.

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“ ————— British heroes,  
A glorious band, a race interminable.”

**S**IR JAMES ATHOL WOOD, descended from the Woods, of Largo, in the county of Fife, is the third son of Mr. Alexander Wood, of Perth, in North Britain.\* He was born in the year 1760; and, with his younger brother, Andrew, engaged, at a very early age, in the naval service of his country. These young gentlemen were educated at the grammar school, and at the academy, at Perth; which are considered as amongst the best seminaries for naval and military men, in Scotland.

In the year 1776, James Wood, then a midshipman on board the Hunter sloop of war, served on shore, at the defence of Quebec, with a party of seamen†. In 1777, he served on-board the *Barileur*, with Captain (afterwards admiral) Milbanke; and, in

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\* At Largo, in Fifeshire, there still exists an institution for the support of twenty old men, of the name of Wood, upon a liberal foundation; and upon a stone, in the wall of the church-yard, at Largo, is the following inscription:—

“ 1657, John Wood, Esq. after 55 years' absence, returning from his travels, caused build this wall, about this church-yard, in memorie that his predecessors and parents lieth buried in Largo aisle.”

† The garrison of Quebec was relieved, in the month of April, by the arrival of Sir Charles Douglas, in the *Isis*, with the *Surprise*, Captain R. Linzee, and the *Martin* sloop of war, Captain H. Hervey; these ships having, by the vigour and perseverance of their crews, forced their way through the ice in the river St. Lawrence. General Carleton availed himself of their arrival, to march out and attack the American army, encamped before Quebec; which, on his approach, fled in every direction, abandoning their camp, artillery, military stores, and all their implements for carrying on the siege.



1778, he went out as an acting lieutenant in Admiral Byron's flag-ship, the *Princess Royal*, in quest of the Comte D'Estaing's squadron, which had sailed from Toulon, for North America.\* After Admiral Byron had joined Lord Howe, at New York, he placed Mr. Wood in the *Renown*, commanded by Captain Dawson, as first lieutenant; and, as he left him in America, when he proceeded to the West Indies, Mr. Wood was never again so fortunate as to fall in with his friend, the admiral.

Lieutenant Wood continued in the *Renown*, on the coast of America, about two years, during which he was engaged in a great variety of service.—Soon after the surrender of Charlestown †—at the siege of which, and on several other occasions, he served on shore, with a party of seamen—he returned to England.

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\* Admiral Byron's disastrous voyage is well known. D'Estaing left Toulon on the 13th of April, and was followed by Admiral Byron, from Spithead, on the 5th of June. In the night of July the 3d, the English squadron was dispersed in a heavy gale of wind from the north. Out of thirteen sail, the *Princess Royal*, *Invincible*, *Culloden*, and *Guadaloupe*, were the only ships left with the admiral. On the 6th, the *Culloden* parted company; and, on the 21st, the *Invincible*, and the *Guadaloupe*; the two last bearing away for St. John's, Newfoundland, where they arrived in a very crippled condition. On the 5th of August, the *Culloden* rejoined the admiral; but, on the 11th, she again parted company; after which the *Princess Royal* proceeded to New York alone. On the 18th, twelve sail of large ships were descried at anchor close in shore, which proved to be D'Estaing's squadron; and Admiral Byron, finding that he could not possibly get into Sandy Hook, without passing through the enemy, bore away for Halifax, where he arrived on the 26th. Having repaired his ship, he, afterwards, joined Lord Howe, at New York; but it was not till the month of October, that he was able to put to sea from that port, whence he then proceeded to cruise off Boston, to blockade the French fleet. He had been but a short time on that station, however, when a violent storm dispersed his squadron, and compelled many of his ships to put into Rhode Island, in a most shattered condition. This misfortune enabled D'Estaing to slip out of Boston, and make for the West Indies, whither he was some time afterwards pursued by Admiral Byron. That officer joined Admiral Barrington, at St. Lucia, in January, 1779, just in time to protect him from the enemy, whose force was much superior. In the month of July following, an indecisive engagement took place off Grenada, soon after which Admiral Byron resigned the command to Admiral Parker, and returned to England. Admiral Byron died on the 10th of April, 1786.

† May 11, 1780.

In 1782, we find him in the West Indies ; and, on the memorable 12th of April, in that year, when Sir George Rodney defeated the French under the Count de Grasse,\* he served as second lieutenant on board the *Anson*, with his friend Captain Blair, who was killed in the action ; an event by which he became first lieutenant.† Admiral Rodney appointed his own son to succeed Captain Blair, in the command of the *Anson*, and continued Mr. Wood as the first lieutenant of that ship.

At the ensuing peace of 1783, Lieutenant Wood, with many other naval officers, was necessarily placed on the half-pay list ; consequently, combining the view of economy with that of improving himself in many parts of his profession, particularly in ship-building, he spent two or three years in the south of France. During that period he derived considerable advantage from the friendship of the Count de la Tour du Pin, one of the best informed and most distinguished officers in the French marine ; and, by diligent application, he became, not only an excellent practical seaman, but an able navigator and astronomer.

About the year 1787, still being on half-pay, Lieutenant Wood went to India, to visit his eldest brother, (the present Sir Mark Wood, Bart.) who was, at that time, chief engineer in Bengal. By that gentleman's assistance, he was enabled to purchase a ship, to be employed between Bengal and China ; but, having been attacked by a dangerous liver complaint, he was soon afterwards compelled to quit India, and to sell his ship, named the *Victoria*, before he had ever sailed in her. A Genoese merchant, who had lost his vessel on entering the Ganges, became the purchaser, and Mr. Wood took his passage in her for Europe ; having accepted of a mortgage upon her, for the repayment of part of the purchase money, after his arrival.

During this voyage, Mr. Wood had an opportunity of exploring the greater portion of the western coast of Africa ; and, for his valuable communications to Mr. Arrowsmith, respecting such parts

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\* The particulars of this engagement may be seen in our memoir of Admiral Lord Rodney, NAVAL CHRONICLE, Vol. I. page 383, *et seq.*

† Captain Blair commanded the *Princess Royal*, Admiral Byron's flagship, when Lieutenant Wood served on board of her.

of that coast as had been previously unknown, that able geographer has fully expressed his acknowledgments.

Whilst lying at Cape Coast Castle, and on the eve of sailing for Europe, Lieutenant Webber, of the Seaflower cutter, accompanied by a Bristol privateer (upon the false information of the Genoese pilot, who had quarrelled with his supercargo) boarded, and seized the *Victoria*, on the alleged ground of her being French property. On the seizure, Mr. Wood, the Genoese supercargo, and great part of the crew, were put on shore at Cape Coast Castle. Lieutenant Webber died on his passage to the West Indies; and the *Victoria* was carried to Barbadoes, libelled, and condemned as a prize of war; every person who could have claimed her, having been left upon the coast of Africa.—This unjust and iniquitous sentence was soon afterwards annulled in the Court of Admiralty, at Barbadoes and restitution was ordered of the proceeds of the ship and cargo; but, as a great part of the latter had been embezzled, the loss was very considerable.

On Mr. Wood's arrival at Barbadoes—war having commenced with France—he found Sir John Jervis, with the English fleet, at that island; \* and, immediately, tendering his services to that distinguished commander, Sir John was pleased to accept of them, and to receive him on board of his own ship, the *Boyne*, as one of his lieutenants.

In 1794, after the capture of Martinique, Lieutenant Wood was employed by his admiral to take charge of the French prisoners (who had become extremely dangerous to the English West India Islands) and to convey them to France. He accordingly sailed for Europe, with the cartel ships having those prisoners on board; and, unfortunately, arrived at St.

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\* A biographical memoir of Sir John Jervis, comprising an account of his proceedings in the West Indies, will be found in the IV<sup>th</sup> Volume of the *NAVAL CHRONICLE*, page 1, *et seq.* In the last line of the text, at page 12, in that Volume, for "February, 1794," the time when Sir John Jervis is said to have accepted the command of the squadron destined for the West Indies, read "February 1793." It was on the 26<sup>th</sup> of November, in the latter year, that he sailed from Spithead. A list of his squadron at that time, and also at the subsequent attack upon Martinique, will be found in our memoir of the late Captain Richard Bowen, *NAVAL CHRONICLE*, Vol. XXIII. page 359.



Maloës, during the sanguinary government of Robespierre. That tyrant, without any respect to the laws or common usage of nations, not only seized the ships, but threw Lieutenant Wood into prison ; in consequence of which, a very considerable period elapsed, before any intelligence whatsoever could be obtained, either of him, or of any of the officers or crews. At length, however, he obtained his liberty ; and, soon after his arrival in England, he was promoted to the rank of master and commander, appointed to the Favourite sloop of war, and sent to the West Indies. There, by his active and zealous exertions, in the destruction of French cruisers and privateers, he rendered most important assistance to our trade.

In the course of this service, Captain Wood had various opportunities of reconnoitring and examining the situation of the French colonies, particularly of Trinidad ; which was such as induced him to call the attention of Admiral Harvey and Sir Ralph Abercromby to the facility with which that important settlement might be captured, and added to the possessions of England. He was consequently instructed by his admiral, to inspect the state of the defences of the island ; and the report which he made determined the naval and military commanders to proceed against it.\* On

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\* On the 12th of February, 1797, the troops destined for the attack upon Trinidad were embarked on board the ships of war and transports, and sailed from Fort Royal Bay, Martinique. On the 14th, the squadron arrived at the island of Carinacou, one of the Grenadines, where they were joined by the rest of the ships of war and transports which had been ordered to rendezvous at that place. On the following day, the fleet proceeded to its destination ; and, on the 16th, it came within sight of Trinidad, and stood towards the Gulf of Peria. At half-past three P.M. the Spanish squadron was discovered at anchor in Shagaramus Bay, consisting of four sail of the line and one frigate, under the flag of a rear-admiral. As the day was far advanced before the fleet approached the bay, and the enemy appeared in force in Gasparoux Island, the admiral ordered the *Arethusa*, *Thorn*, and *Zebra*, to proceed a little farther up the Gulf, and anchor with all the transports ; whilst the *Alarm*, *Favourite*, (Captain Wood's ship) and *Victorieuse*, were directed to continue under sail during the night, to prevent the sailing of any vessels from Port Espagne. Just before dark, the admiral anchored with the ships of the line, in order of battle, opposite the enemy's squadron, within random shot of their ships and batteries. At two o'clock in the morning of the 17th, the Spanish squadron was discovered to be on fire ; and all of their ships were con-

the capture of Trinidad, Admiral Harvey, as a reward, we presume, for his services, promoted Captain Wood to the command of the *San Damaso*, of 74 guns,\* the only Spanish line-of-battle ship which, at that time, fell into our possession.

Captain Wood returned to England in the *San Damaso*; but, as that ship was not continued in commission, he was appointed to the command of the *Garland* frigate, then employed at the Cape of Good Hope, under Admiral Christian.† Soon after he had reached the Cape, he was sent upon a cruise off the French islands of Mauritius and Bourbon; and, so high an opinion did Sir Hugh Christian entertain of his abilities, as a seaman and navigator, that he placed his own son,‡ and several other young gentlemen, under his immediate care, in the *Garland*.

During this cruise, intelligence was received, that two large French frigates, which had done much mischief upon the coasts of India, had proceeded towards Madagascar. In consequence of this information, the English squadron sailed in quest of the enemy; and, off the south-east end of Madagascar, near the former French settlement of Fort Dauphiné, a large ship was seen at anchor, in-shore. On this discovery, the commodore made the signal for the *Garland* to proceed and reconnoitre, supposing the sail to be one of the frigates of which they were in search. At this time, the whole of the squadron, excepting the *Garland*, were driven to leeward by the force of the current, and were never again able to regain their station.

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sumed, excepting one (the *San Damaso*) which, at day-light, was brought out by the boats of the fleet, without receiving any damage. The landing of the British troops, which immediately followed, was superintended by Captain Wood, in the *Favourite*, and by Captain Wolley, in the *Arethusa*. The town surrendered without opposition; and, on the following day, the governor having desired to capitulate for the whole island, articles were agreed to, and, in the evening, the Spanish troops laid down their arms, and the colony submitted to his Britannic Majesty.

\* Captain Wood's post commission bears the date of March 27, 1797.

† A portrait and memoir of the late Rear-admiral Sir Hugh Cloberry Christian, K. B. will be found in the XXIst Volume of the *NAVAL CHRONICLE*, page 177.

‡ Captain Hood Hanway Christian, made post on the 30th of January, 1806.

Captain Wood stood in shore, for the purpose of reconnoitring, and, if practicable, of attacking the enemy ; and he had neared her considerably within a mile, when, unfortunately, the *Garland* struck upon a pointed rock, fifteen feet under water, and immediately filled. In this critical situation, it was with great difficulty that Captain Wood could get his boats out, and run the ship between two rocks before she went down. Effecting this, however, he had an opportunity of saving some of his provisions and stores.

The enemy, instead of a frigate, proved to be a large French merchant ship, armed with about 30 guns. She ran ashore on the approach of the *Garland* ; but, on perceiving the misfortune of that ship, the Frenchmen pushed off, in their boats, and endeavoured to recover the possession of their deserted vessel. Very fortunately, the *Garland's* boats first reached the ship, which they immediately secured ; a circumstance that proved of essential service to Captain Wood and his crew, during their continuance at Madagascar.

Having succeeded in his endeavours to conciliate the natives, Captain Wood had most of the Frenchmen delivered up to him, as prisoners ; and, while he remained upon the island, he was well supplied with every thing that it afforded.—He had made considerable progress in the construction of a vessel to carry his ship's company to the Cape ; when, at the expiration of five or six months, an English ship, sent by Admiral Christian to obtain information respecting the fate of the *Garland*, arrived at Madagascar, and relieved the shipwrecked crew from their unpleasant situation.\*

On Captain Wood's return to England, Earl St. Vincent being at the head of the Admiralty, he was appointed to the command of the *Acasta* frigate, one of the finest ships in the navy, and ordered to join Admiral Cornwallis,† off Brest. In this dangerous and fatiguing service, he continued to be employed, under that gallant admiral, nearly two years ; a part of which time he had the charge of the

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\* The *Garland* was lost some time in the month of July, 1798.

† A portrait and memoir of this officer are given in the VIIth Volume of the NAVAL CHRONICLE, page 1 ; and some additional biographical particulars are inserted in our XVIIth Volume, page 202, *et seq.*



in-shore squadron, appointed to watch the motions of the enemy. The dangers and difficulties of this service can be appreciated only by a seaman: in the dreary winter months, embayed amongst rocks and shoals, during long nights, short days, and tempestuous weather, the inevitable fatigues and exertions are such as the most robust constitutions are seldom able successfully to encounter.

At length, towards the end of the year 1804, Captain Wood having a return of the liver complaint, which had formerly compelled him to leave India, the Lords of the Admiralty were, upon his application, pleased to order the *Acasta* to the West Indies, to escort a very valuable fleet destined for that part of the world. Unfortunately, as it proved for him, Captain Wood carried out an Admiralty order for the recall of Admiral Duckworth,<sup>†</sup> who was at that time commander-in-chief on the Jamaica station, and the appointment of Admiral Dacres as his successor.

Before Captain Wood's arrival at Jamaica, Admiral Duckworth had heard of his recall, and of the appointment of Admiral Dacres to succeed him. He had, therefore, determined to supersede Captain Wood in the *Acasta*, and to appoint his own captain (Dunn) to command her, for the purpose of conveying himself and his baggage to England. With this view, immediately on Captain Wood's arrival, he appointed Captain Dunn to the *Acasta*, and nominated Captain Wood to the command of the *Hercule*, a 74-gun ship, then at sea. Captain Wood strongly remonstrated with the admiral against this measure, which he conceived to be highly unjust and oppressive; as, in the first place, he had been appointed to the *Acasta* by the Lords of the Admiralty, and was as capable as Captain Dunn of carrying Sir John Duckworth to England; and, secondly, as Admiral Duckworth knew, that his successor, Admiral Dacres, intended to hoist his flag on board of the *Hercule*, and that, therefore, Captain Wood must be left at Jamaica, without any ship, to make his way to England, in the best manner that he could. What rendered such treatment the more mortifying, his health was, at this time, in a bad state, and he had incurred a

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<sup>†</sup> A portrait and memoir of Sir J. T. Duckworth, K.B. are given in the XVIIIth Volume of the NAVAL CHRONICLE, page 1.

very considerable expense, little suited to the general finances of captains in the navy, in fitting out for foreign service.

Notwithstanding his representations, however, Admiral Duckworth persevered, removed him from the *Acasta*, and appointed Captain Dunn to command her. Captain Wood was therefore obliged to return to England, as a passenger, on board of his own ship.

Immediately that the Lords of the Admiralty were apprized of Admiral Duckworth's conduct, they re-appointed Captain Wood to the command of the *Acasta*; and, at the same time, as we have been informed, adopted a regulation, to prevent, in future, any admiral upon a foreign station from exercising his authority so much to the detriment of the public service.

Captain Wood, before his arrival in England, had determined to bring Admiral Duckworth to a court martial; and the instant that he landed, before he knew of his re-appointment to the *Acasta*, he transmitted to the Admiralty, charges against that officer, to the following effect:—1st, that he had unjustly and oppressively removed him from the command of the *Acasta*; and, 2dly, that he had, in the most shameful and scandalous manner, loaded, received on board, and suffered to be received on board his Majesty's ship *Acasta*, an immense quantity of goods and merchandise, other than for the use of the ship, in defiance, and contrary to the true intent and meaning of the 18th article of war.

Of these charges, as may be seen by referring to our XIVth Volume, page 85, a naval court martial fully acquitted Admiral Duckworth, and passed a severe censure on Captain Wood.\* Not satisfied, however, with the sentence, the prosecutor presented the following Memorial:

“ TO THE LORDS COMMISSIONERS OF THE ADMIRALTY.

“ THE MEMORIAL OF

“ CAPTAIN JAMES ATHOL WOOD,

“ HUMBLY SHEWETH,

“ That the sentence of the Court Martial lately held upon Vice-admiral Sir J. Duckworth having not only most honourably acquitted the vice-

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\* The trial commenced on board of his Majesty's ship *Gladiator*, in Portsmouth harbour, on the 25th of April, 1805; Admiral George Montagu, president.

admiral of the several charges preferred against him, but having also declared in general and unqualified terms those charges to have been *gross, unfounded, malicious, and scandalous*, your Memorialist would consider himself unworthy of the commission which he has the honour to bear in his Majesty's service, as well as wanting in that respect which he owes to the Lords Commissioners of the Admiralty, were he not, with the greatest deference and respect, to state to their Lordships, that so far from the charges which he preferred against Vice-admiral Duckworth having been either *gross, unfounded, malicious, or scandalous*, your Memorialist trusts he shall be able to satisfy your Lordships, that such charges have been as fully substantiated as it was possible for them to be, under all those unfavourable circumstances under which your Memorialist was placed.

"With respect to the first charge, for oppression in superseding your Memorialist in the command of the *Acasta*, under the pretext of appointing him to the *Hercule*, a ship of greater consequence, your Memorialist begs leave to submit the following observations for your Lordships' consideration:—

"After having been constantly and actively employed under Admiral Cornwallis, off Brest, from the commencement of the war, towards the end of last November your Lordships were pleased to direct him to proceed to the West Indies, with a large and valuable fleet; and on the 2d of February your Memorialist arrived with this fleet at Port Royal, in Jamaica.

"The second day after the arrival of your Memorialist at that station, Vice-admiral Duckworth gave him notice of his determination to remove your Memorialist from the command of his own frigate the *Acasta* into the *Hercule*, a 74-gun ship, at that time at sea; alleging for so unusual and so cruel an exertion of power, not only the good of his Majesty's service, but his intention of promoting your Memorialist to the command of a ship of superior class. It appears, not only from the evidence of Captain Dunn, Admiral Duckworth's captain, by whom your Lordships' appointment was superseded, but also by the evidence of the Admiral's secretary, that Admiral Dacres, long before the *Acasta* arrived, had declared his intention of hoisting his flag on board of the *Hercule*, and to carry with him his captain and officers. This fact Admiral Duckworth never has denied; and accordingly Admiral Dacres did hoist his flag on board of the *Hercule* before your Memorialist sailed from Jamaica.

"It is, therefore, evident, that the reason which the vice-admiral assigned in his public letter for superseding your Memorialist, namely, *the good of the service*, and giving him the command of a ship of greater consequence, was *false and groundless*, and calculated merely to give a colour of justice to an act of the greatest stretch of power, cruelty, and oppression.

"If the ostensible pretext, that the good of the service required the vice-admiral's return to England on board of the *Acasta*, your Memorialist was surely fully competent to have commanded to England that ship which the Lords of the Admiralty had so long been pleased to entrust to his charge.



" Thus, after serving in his Majesty's navy upwards of thirty years, without any alleged offence, but, on the contrary, the strongest testimonies of zealous services, your Memorialist has been most oppressively and most unjustly deprived of the command of his Majesty's ship *Acasta* and, in aggravation to his grievances, compelled to beg and to entreat a passage to Europe on board of his own ship, in a situation very inadequate to his rank; whereas two passengers, totally unconnected with his Majesty's service, occupied his former cabin; all of which tending to degrade and to lessen your Memorialist in the eyes of a ship's company, so long devoted and attached to your Memorialist.

" The second charge against the Admiral was, for having, in violation of the 18th article of war, loaded on board of the *Acasta* various goods and merchandises otherwise than for the sole use of his Majesty's ship. In support of this second charge, your Memorialist has proved, by the admission of the Admiral himself, that he had loaded on board of the *Acasta* eleven logs and two slabs of mahogany, measuring at least 16 tons; about 150lb. weight of Spanish snuff, of the value of upwards of 200 guineas; from 30 to 40 casks of shaddocks and fruits, upwards of 20 pipes and puncheons of wine, rum, &c. &c. exclusive of liquors and various articles of household furniture, allowed to be 40 tons and upwards, but which, in the belief of your Memorialist, exceeded 100. By the evidence of Captain Dunn, the *Acasta* appeared to him to have been so loaded and lumbered as to have resembled a West Indianan, and that, in direct violation of the printed instruction, the spirit-room, prepared for preserving in safety his Majesty's spirits, had been cleared out, and the ship's spirits removed into the hold, a very dangerous and insecure place, to make room for the vice-admiral's wines and spirits. It has also been proved, that many of the seamen had been removed from their mess places and berths, to stow betwixt decks logs of mahogany and articles of household furniture, made up in the island of Jamaica, where, by the evidence of the joiner of the *Hercule*, he had been employed at the admiral's pen three years.

" By the 18th article of war, it is expressly declared, that if any officer of any of his Majesty's ships of war, shall *receive on board*, or *permit to be received on board* such ship or vessel, any goods or merchandises *whatsoever*, excepting for the *sole use* of the ship or vessel, and *being convicted thereof*, shall be cashiered, and for ever afterwards rendered incapable to serve in the naval service of his Majesty. Exclusive thereof, it is further enacted, that any officer so offending, or owner of such goods, shall be liable to forfeit the full value of such goods, to be recovered in a court of law. It is, however, evident, from the sentence of this court martial, that nothing loaded on board of the *Acasta*, were deemed by those who have so decided, goods or merchandises; either, because they had not been loaded on board by merchants, or proof adduced of the vice-admiral's intention to sell or to dispose of such goods. If under the head of "goods or merchandise," the legislature only meant goods of which undoubted proof could be adduced of the officer's intention to sell, and the evidence of such intention is to be the confession of the party accused, or the evidence of

those connected with him; your Memorialist begs leave most respectfully to submit to your lordships, that a door would in such case be opened, and a most dangerous and extensive latitude given, to the greatest possible abuses. Under the name of "*presents*," his Majesty's ships of war might be converted to the private emolument of individuals, to the utter ruin and destruction of the naval service of his Majesty.

" From this consideration, as well as for the purpose of satisfying himself and friends, that the sentence of the late court martial had been most unjust, founded upon most erroneous opinions, and had grossly injured and insulted the character and feelings of an officer, over whose conduct they had no cognizance; your Memorialist was induced to state a case for the opinion of the first lawyers in this country, a copy of which he begs leave to submit for their lordships' information.

" This case your Memorialist begs leave to observe, has been drawn in the most favourable terms for the vice-admiral; admitting that every article loaded by him on board of the *Acasta*, could be proved to have been intended for *presents*, and not *for sale*. Notwithstanding of which, the most eminent lawyers in England have given it as their opinion, that if the court martial had decided according to the 18th article of war, the vice-admiral must, inevitably, have been cashiered, and for ever rendered incapable of serving his Majesty.

" That the admiral's conduct, in superseding your Memorialist in the command of the *Acasta*, was unjust, cruel, and oppressive, and that the Lords Commissioners of the Admiralty had not deemed the charge unfounded, your Memorialist is warranted in appealing to your Lordships, having been pleased individually on hearing of so unprecedented a stretch of power, to re-appoint your Memorialist to the command of the *Acasta*; a circumstance of which he was unacquainted at the time when he requested a court martial to be held upon the vice-admiral.

" That the sentence of the court martial, in acquitting the vice-admiral of the second charge, viz. loading on board of the *Acasta*, goods and merchandise not intended for the sole use of the ship, is highly illegal and unjust, and is in direct violation of two Acts of Parliament made for the express purpose of restraining naval officers from such un-officer like practices, he is warranted in asserting, upon the first legal opinions of England herewith enclosed.

" Under all these circumstances, and a due consideration of the harsh, cruel, and unmerited treatment which your Memorialist has received, he trusts your Lordships will be pleased to direct that the proceedings and sentence of this court martial, together with this memorial, be submitted for the opinion of his Majesty's law officers, or if judged necessary, for that of his Majesty's judges, in order that your Memorialist may have an opportunity of vindicating his character, and of obtaining that justice to which he may appear entitled: and your Memorialist shall ever pray.

" JAMES ATHOL WOOD,  
" Captain in the Royal Navy."

" *Pall Mall*, May 25th, 1805."

The "Case," alluded to in Captain Wood's Memorial, with the opinions of the respective counsel thereon, were as follows :—

### " CASE.

" An officer of the navy, commanding a King's ship, not fully aware of this article of war, (the 18th) has inadvertently brought home with him (as a present for various friends, and not intending them for sale) on board the said ship, about sixteen tons of mahogany, and some large pieces of mahogany furniture, from one hundred and twenty to one hundred and fifty pounds weight of Spanish snuff, a couple of hundred weight of arrow-root, some puncheons of rum and pipes of wine, and from thirty to forty casks of shaddocks; and has been threatened with a court martial for bringing on board such articles, as coming under the head of ' goods and merchandise not being intended for the sole use of the ship or vessel.'

" Your opinion is required, how far any officer bringing on board such articles, can in any respect subject him to the penalty of the above clause of the 22d George the IIId. being the 18th article of war; as the officer will be able to prove they were intended for presents to his friends, and not to be sold."

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### " Mr. GARROW.

" I am of opinion, that the facts here stated would inevitably subject the officer to whom they apply, to a conviction under the article of war before stated; and it seems to me, that the value and quantity of the articles received on board, would but too probably render it impossible that the members of a court martial charged to inquire into the circumstances, should ascribe it to mistake or inadvertency, or any other excusable cause.

" *Lincoln's-Inn, 3d May, 1805.*

" W. GARROW."

### " Mr. DALLAS.

" The above case, it appears to me, falls directly within the words of the article in question, and these words are so strongly *restrictive*, viz. for the *sole* use of the ship, that I do not see how they can admit of any equitable enlargement, so as to exempt from their operation articles intended for presents, and not for sale. The object of the provision may have been to prevent a trading by the King's officers, but it may also have had other objects with respect to the state and navigation of the ship; but at all events, whatever may have been the aim, the words are *positive* and *peremptory*, and nothing appears upon the face of the Act to give them any particular qualification. I take, however, for granted, that a court martial would give to every such case a most liberal consideration, and would not construe a few articles intended for the use of friends, and as presents merely, into a breach of the provision of the law; they would probably be considered as part of the captain's stores, or upon some ground or other, would not be treated as amounting to a breach of the law; but this would depend upon degree; and in the present instance the articles are of



such a nature, and such in point of amount, that it does appear to me to be of a very unfavourable nature, taking it even for granted, that it can be proved that which is stated, namely, that they were intended for presents merely, and not to be sold; but at any rate, should a court martial be held, this should be pressed as strong as possible, even though it should not operate as an absolute defence.

“ ROBERT DALLAS.”

“ *Lincoln's-Inn Fields, May 3d, 1805.*”

“ SOLICITOR GENERAL.

“ I cannot say that strictly this case does not fall within the 22d George II, chap. 33d, art. 18th. The prohibition is general, without any exception of presents; and even if it be usual to overlook the case of presents, it is possible that the quantity of goods may have raised some doubt whether they were so meant, and may have occasioned a stricter scrutiny than usual upon this occasion.

“ *Lincoln's-Inn, May 1st, 1805.*”

“ V. GIBBS.”

“ Honourable S. PERCEVAL.

“ I am of opinion, that the case mentioned above, certainly comes within the words of the clause, and if it be made the subject of charge before a court martial, will not, as I apprehend, be thought by such court to be justified by reason of the articles being intended as presents.

“ SP. PERCEVAL.”

“ *May 3, 1805, Lincoln's-Inn Fields.*”

“ The Honourable THOMAS ERSKINE.

“ I am very sorry to be obliged to say, that the purpose, the honourable purpose for which the unfortunate officer appears to have taken on board a King's ship the goods in question, would be no defence, if he were prosecuted; neither could the sentence be mitigated, nor could the King pardon the offence under such circumstances; therefore, it would be a harsh thing to prosecute upon the statute, the language of which is peremptory.

“ *30th May, 1805.*”

“ T. ERSKINE.”

The above Memorial, supported, as it appeared to be, by the opinions of so many eminent counsel, obtained no redress for Captain Wood. His brother, Sir Mark Wood, afterwards made a motion in Parliament, for the purpose of having the proceedings of the court martial laid upon the table of the House of Commons; but so averse were that body from interfering with naval courts martial, that, notwithstanding the reasons which had been urged to the Admiralty, and the admissions of Sir John Duckworth himself, in his defence, that he had received certain logs of maho-

gany, furniture, &c. on board of the *Acasta*, not for the use of the ship, the motion was unsuccessful.\*

To Captain Wood, the sentence of the court martial appeared as extraordinary as it was unexpected; but, though it prevented him from resuming his commission for his own ship, the *Acasta*, it did not retard his immediate employment in the service of his country; as he was soon afterwards appointed to command the *Latona* frigate, in which he again sailed for the West Indies.

About the month of December, 1806, Captain Wood was appointed to assist in the expedition destined against Curaçoa, which surrendered to his Majesty's arms on the new year's day following. Upon this honourable and glorious service, Captain Wood was second in command, and next in seniority, to Captain (now Sir Charles) Brisbane;† and, to the credit of all the officers concerned, it is but fair to remark, that an enterprise more wisely planned, or more gallantly executed, is scarcely to be found in the annals of our navy. Vice-admiral Dacres, in his official despatches,‡ bore ample testimony to the merits of Captain Brisbane, of Captain Wood, and of the other two captains employed;§ and, as a

\* *Vide NAVAL CHRONICLE*, Vol. XIV. page 78.—It was on the 7th of June, 1805, that Sir Mark (then Colonel) Wood made his motion for the production of the proceedings of the court martial, which had been holden on Sir John Duckworth, with a copy of the memorial, case, &c. given above; inferring, that the evidence adduced at the trial had completely established the charges; and that, therefore, it was the duty of the House to interfere.—Mr. Dickenson, Sir W. Elford, Admiral Markham, and Captain Harvey, warmly defended the character of Sir John Duckworth; who, they contended, had done nothing more than was usual in the service. Colonel Wood, finding that the wish of the House was, at that time, against him, proposed to withdraw his motion; intimating, that he should take an opportunity, in the succeeding session, of again bringing it forward. The question was accordingly put, that the motion be withdrawn, which was loudly negatived, without a division.

† Of this distinguished officer, now governor of the island of St. Vincent, a portrait and memoir, comprising many interesting particulars respecting the capture of Curaçoa, will be found in the XXth Volume of the *NAVAL CHRONICLE*, page 81.

‡ *Vide NAVAL CHRONICLE*, Vol. XVII. page 163.

§ A portrait and memoir of the late Captain Lydiard, who commanded the *Anson*, at the attack upon Curaçoa, are given in the XIXth Volume of the *NAVAL CHRONICLE* page 412.

testimony of his Majesty's high approbation of their conduct, they were each presented with a gold medal on the occasion. His Majesty was also graciously pleased to confer upon Captain Wood, as well as upon Captain Brisbane, the honour of knighthood.

Shortly after the capture of Curaçoa, Sir James Wood joined Admiral Cochrane, who had succeeded to the chief command, and went with the fleet to Halifax. On his return to the West Indies, he was employed to command the blockade of the Danish islands, which terminated in their surrender, in the month of December, 1807.\*

On Sir James Wood's rejoining Admiral Cochrane, he was appointed to command the *Captain*, a 74-gun ship employed in the blockade and capture of Martinique;† soon after which the admiral removed him into the *Neptune*, a very fine ship, of 98 guns, on board of which he returned to England.

About the month of November, 1809, Sir James Wood returned to the West Indies, in the *Neptune*, and joined Sir A. Cochrane, at Guadaloupe, where he continued, actively employed in the service of his country, till the summer of 1810. During the time that the present sheet was preparing for the press, he arrived at Plymouth, in the command of the *Pompée*.

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#### HERALDIC PARTICULARS.

Mr. Wood died in the year 1778, leaving five sons:—Sir Mark Wood, Bart. M.P. for Gatton, in the county of Surrey;‡ George, colonel of the

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\* *Vide* NAVAL CHRONICLE, Vol. XIX. page 156, *et seq.*

† Martinique surrendered in February, 1809. For the official details, *vide* NAVAL CHRONICLE, Vol. XXI. page 317, and page 323 to 333.

‡ Mark Wood Esq; was advanced to the dignity of a Baronet of Great Britain, on the 24th of September, 1808; since which period he has obtained the following copy of matriculation from the Lyon Office, Edinburgh:—

“To all and sundry whom these presents do or may concern, We, Thomas Robert Earl of Kinnoul, and Lord Lyon King of Arms, do hereby certify and declare, that the Ensigns Armorial pertaining and belonging to Sir Mark Wood, of Gatton Park, in the county of Surrey, Bart. who is now, by the decease of his Excellency, John Wood, Esq. late Governor-in-chief and Captain-general of his Majesty's Island of Man, without leaving issue male of his body; the heir male and representative of the ancient family of Wood, of Largo, and chief of the name, are matriculated in the public registers of the Lyon Office, and are blazoned as on the margin thus—viz.



Bengal infantry; James Athol, the subject of the preceding memoir; Andrew, a lieutenant in the royal navy, who unfortunately lost his life, on his passage between the Cape of Good Hope and England, in a small boat;\* and Thomas, who also died abroad.

Argent, an oak tree vert, eradicated proper, fructuated or. In the dexter canton, the badge of a Baronet of Great Britain—viz. an inescutcheon, argent, charged with a sinister hand couped and erect, gules; above the shield is placed an helmet befitting his degree, with a mantling gules, the doubling, argent, and on a wreath of his liveries is set for crest a ship under sail, proper, in an escroll this motto—*Tutus in Undis*. On a compartment below the shield are placed for supporters two sailors, their caps and jackets vert, their lapells, cuffs, and trowsers, argent. Which armorial ensigns above blazoned we do hereby ratify, confirm, and assign to the said Sir Mark Wood, Bart. and the heirs male of his body, as their proper arms and bearings in all time coming. In testimony whereof these presents are subscribed, by James Home, of Limehouse, Esq. our Deputy, and the seal of our Office is appended herunto at Edinburgh, this 18th August, 1809.

“ JAMES HOME.”

“ Lyon Office, Edinburgh, 18th August,  
1809; this Patent is duly entered in the  
Records of the Lyon Office, by me,

“ JOHN KERR,

“ Keeper of the Records, and Herald Painter.”

The arms and supporters, described in the above copy of matriculation, were granted to Sir Andrew Wood, an ancestor of the present Baronet, by one of the Kings of Scotland (James V. or VI.) in consequence of a naval victory, obtained by Sir Andrew Wood, over the English fleet.—Largo, the ancient seat of the family, is situated on the frith of Forth; and the old people of the neighbourhood, even at this day, shew the moat, or piece of water, on which this old sailor, Sir Andrew Wood, was accustomed to amuse himself.

\* Andrew Wood, whose early entrance into the naval service has been already mentioned, went to India, some time after the peace of 1783. At the time that a war was subsequently expected with Spain, he was sent, by order of government, in the command of a small vessel, to the Streights of Sundat, for the purpose of informing thirty rich East India ships of that circumstance. Unfortunately, his ship was wrecked at the entrance of the Streights, and it was with great difficulty that any of the crew reached the shore. Impressed, however, with a strong sense of the importance of his mission, he took an open boat; and, in defiance of the elements, and of the Malays, who murdered more than half of his crew, he cruised in the Streights during three months, and succeeded in giving the necessary intelligence to 29 sail out of the 30. Approving highly of

Mr. Wood left to his eldest son, Sir Mark Wood, Bart. a considerable landed property, in the county of Perth.

ARMS.—Argent, an oak tree vert, eradicated proper, fructuated or.

CREST.—On a wreath, a ship under sail, proper.

MOTTO.—Tutus in undis.

## NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

CANNIBALS OF THE FRIENDLY ISLANDS.

**F**OR the subjoined interesting article, we are indebted to the *Sydney Gazette, and New South Wales Advertiser*.

“ Upon a first acquaintance with a barbarous people it is not easy always to determine on their character, which, therefore, must in many instances be left to time and future intercourse. Long after our first acquaintance with the inhabitants of Tongataboo they were considered hospitable; but at length betrayed their sanguinary and ferocious character by repeated acts of perfidy and atrocity. The people who are the subject of these remarks also were considered of an amicable turn of mind, until by a recent conduct they also have betrayed affections more to be dreaded than caressed.

“ On the 7th of October last, (1809) which was shortly after the arrival at the Fejees of the Favourite, Captain Campbell, Mr. Thomas Smith, his second officer, was unexpectedly taken prisoner by the natives, with seven others of the ship's company, and remained nine days in captivity; during which interval he experienced and witnessed horrors, from his narrative of which the following account is accurately deduced.

“ It begins with stating, that on the 7th of October he went from Sandalwood Bay round to the Bay of Ilighlea, with three boats in quest of Sandalwood, one of which, the ship's long-boat, he commanded; another, a whale-boat, was under the command of a Mr. Lockerby, formerly chief officer of the American ship Jenny, and the third under Mr. Graham, who

his diligence and intrepidity, Lord Cornwallis, Sir Archibald Campbell, and Sir William Meadows, concurred in recommending him for promotion. Anxious to reach England, Mr. Wood bought a small boat, of less than five tons, had her decked, and, with three Lascars on board, embarked for the Cape of Good Hope, where he safely arrived after a passage of sixty-three days. Not finding any ship at the Cape that was proceeding to England, and conceiving the most perilous part of the voyage to be over, he again embarked in his little boat, with three foreign seamen; but, to the deep regret of his family, he was never heard of more!

had fortunately returned laden to the vessel in time to escape the calamities that fell upon the former two. At Highlea he heard that Bullandam, the chief of the district of Buya, was expected with a force to make war upon the island of Taffere or Taffeia, and that it was the intention of the Highleans to aid his enterprise. The next morning the two boats prepared to return to the vessel, but were cut off by Bullandam's fleet of canoes, 140 in number, orderly advancing in a semi-circle; and finding it impossible to pass them, it was considered advisable to bear up to the fleet, hoping by such display of confidence to preserve the lives of the crews. When within hail they were ordered to advance; but the whale boat was prevented by a large canoe bearing down, and running aboard, cutting her in two. Mr. Lockerby and the crew were picked up and made prisoners, and Mr. Smith and the long boat's people were made prisoners likewise. The captors were about to despatch some of the people with their spears and clubs, but were prevented by the chief commanding the canoe, until the superior chief should be consulted. When presented to Bullandam, he proposed to employ them in his intended assault against Taffere, in which he proposed himself much assistance from their muskets, and seemed much disappointed when informed that the powder was spoilt, and the guns useless. He had no wish, however, to commit any personal injury on his prisoners; but on the contrary, shewed some attention to Mr. Smith, whom he respected as an officer, and generally invited to accompany him when he went on shore, always endeavouring to soothe his apprehensions, and quiet his solicitude of returning with his companions to the ship, by an assurance, that as soon as the island of Taffere was subjugated, and its inhabitants destroyed, he would employ all his subjects in procuring wood for the vessel, to which they should be returned in safety.

"On the 11th of October, the junction of forces being thoroughly arranged, an immense fleet of canoes sailed from Highlea for the expedition, and having a fresh head wind, the canoes were set to windward by poles, at the rate of three knots an hour. At night this formidable armament came to, round the north-east part of the island; and Bullandam took Mr. Smith on shore, to pass the night with him; his night guard consisted of ten men, armed with spears and arrows. Early in the morning of the 12th the whole of the army returned to their canoes; which, on a signal from Bullandam set forward in complete order; and at about three in the afternoon the fleet anchored abreast of a village in Taffere, the van coming to close action with a fleet belonging to the island.

"The attack was made with arrows at a distance; and as the canoes of Taffere maintained their position, they soon closed, when a desperate and stubborn conflict with spears commenced. The islanders, however, at length gave way to numbers very far superior, and to escape an otherwise certain destiny all leaped into the water, and swam towards the shore, from which a division of Bullandam's fleet was endeavouring to cut them off. The canoes were taken possession of, with only one captive, an unfortunate boy, who being presented to the relentless chief, was ordered to be slaughtered, as it was his determination that not a single life should be spared.



This ruthless sentence was immediately executed with a club, three blows from which the youthful sufferer endured, and then expired: the body was afterwards given into the charge of an attendant, to be roasted for the chief and his principal associates. The horrors that immediately succeeded the defeat, the most sensible imagination can but faintly represent. A massacre was determined on; and as the men had escaped the fury of their conquerors by flight, the women and children became the chief object of search; on which mission a canoe was despatched, and unhappily the fatal discovery was very soon made. On a signal from the shore, numbers landed, and a hut was set fire to, probably as a signal for the work of destruction to commence. Within a cluster of mangroves the devoted wretches had taken sanctuary; many might undoubtedly have secured themselves by accompanying the flight of their vanquished husbands and relatives, could they have consented to a separation from their helpless children, who were no less devoted than themselves. A dreadful yell was the forerunner of the assault; the ferocious monsters rushed upon them with their clubs, and without regard to sex or infancy, promiscuously butchered all. Some who still had life and motion, were treated as dead bodies, which were mostly dragged to the beach, by one of their limbs, and through the water into the canoes; their groans were disregarded, and their unheeded protracted sufferings were still more hurtful to the feelings of humanity than even the general massacre itself had been. Among the slaughtered were some few men whose age perhaps had prevented their flight; but in fact, so sudden and so dreadful was the consternation that succeeded the defeat of the unhappy natives of Taffere, as no doubt to paralyse the minds of the wretched creatures, when prompt consideration could alone be serviceable to their deplorable condition. The conquerors appeared to anticipate with inordinate delight the festival with which this sad event had gratified their horrible expectation. Forty-two bodies were extended on one platform in Bullandam's canoe; and one of these, a young female, appearing most to attract his attention, he desired that his second in command would have it laid by for themselves.

"The Tafferians being wholly defeated and dispersed, the island was taken possession of by Bullandam's forces, which were very numerous. This principal chief invited Mr. Smith on shore, as he seemed inclined to shew him favour; and Mr. Smith declares it to be one of the most beautiful places he had ever seen; the houses, in number about a hundred, ranged on the declivity of a hill, interspersed with cocoa-nut, bread-fruit, and other trees, and each house defended with a wall of piled stone. The buildings were, however, all set fire to by Bullandam's order; and Mr. Smith, becoming solicitous for his release, was informed by the chief, that as soon as all the victims were devoured, he should be set at liberty with his companions. The dead bodies were got into the canoes, and the whole fleet left Taffere on their return to the main island; where many others joined in the horrible festivity, which was conducted with rude peals of acclamation. Mr. Smith was on this occasion also taken on shore by the great chief, and here had again to experience a detestable spectacle. The

bodies had been dismembered of their limbs, which were suspended on the boughs of trees in readiness for cookery, and afterwards part of a human leg was offered to Mr. Smith, who had never broken his fast for five days. The offer he rejected with abhorrence; and upon his captors appearing astonished at the refusal, he gave them to understand, that if he ate of human flesh he would instantly die. They were satisfied with this excuse, and continued their abominable festivity the whole night.

“ On the 15th the chief in the canoe that captured Mr. Smith’s boat, applied to Bullandam for the prisoners and the long-boat, in order to return them to their ship, declaring his intention to demand three whale teeth and twelve hatches for their ransom, but this proposal was not then attended to. Twenty or thirty men then arrived at the place of rendezvous, each bringing a basket of human flesh half roasted, which made Mr. Smith learn they took to preserve it. The day of deliverance at length approached from a captivity the most afflicting, from a diversity of causes that man could be exposed to; and after enduring it nine days, and totally fasting, he was at length turned over to the charge of the chief of Niri, with orders to demand the ransom for himself and six of his companions. But previously to quitting the voracious party, a new incident of cruelty occurred. One of the unfortunate inhabitants of Tassere had swum from his distressed island to the main, but was perceived as soon as he gained the shore, and was in consequence pursued by a multitude, armed with bows and arrows, spears and clubs: the pursuit terminated with the life of the wretched fugitive, whose body presented a new source of exultation and cannibal festivity.

“ On the 10th Mr. Smith was restored to his overjoyed shipmates, with all his companions except two, one of whom was Mr. Lockerby, who were afterwards indebted for their rescue to a determined perseverance in the captain, his officers, and people, which was highly creditable and meritorious. Mr. Smith, Mr. Lockerby, and all the others, had been on the very point of assassination, to which these people seem to possess no kind of repugnance whatsoever, but on the contrary, it appearing their chief object of delight. Their determined obstinacy in effecting every thing they attempt can alone be equalled by the extraordinary precision of their arrangements, which are planned methodically, and executed with a calmness and energy that surprise even an European; with strength of body they possess a thorough contempt of danger, and a heedlessness of pain. Their present conqueror, Bullandam, has already become terrible, and bids fair to possess himself of the sole sovereignty of the islands. But though implacable and sanguinary in his resentments, yet we are assured that in his disposition strong traces of kindness were perceivable towards all except the enemies of his arms.

“ These people are very avaricious, and from the foregoing account must be considered insatiably cruel. Their numbers, no less than the leading traits in their character, render them formidable to an incompetent power of defence, so that in all respects it becomes the duty of vessels trading thither to be no less cautious than at Tongataboo, the natives of which are indeed the less dangerous, as they are less powerful and numerous.”

## BELL ROCK LIGHT-HOUSE.

THE following extract of a letter from Arbroath, gives some particulars of the progress of this important national work :—

“ *Arbroath, August 16, 1810.*

“ I have the happiness to acquaint you, that the centre stone of the upper floor of the Bell Rock Light-house was laid upon the 3d instant, which finishes all the weighty part of the masonry; and I trust, in two or three months the house will be ready for the exhibition of a light.

“ The building is 100 feet in height; its diameter, at the base, is 42 feet; and the finishing-course measures 13 feet over walls, the solid contents of the whole being about 3000 tons.

“ The first 30 feet of the Light-house is entirely solid, and the stones and courses of this part are connected after Mr. Smeaton’s method at the Eddystone. The ascent to the door, which is at the top of the solid, is by a kind of rope-ladder. The staircase occupies 14 feet of the height, and the remaining 56 feet is laid out in apartments for the light-keepers, and in rooms for the stores, which communicate by means of wooden ladders. The building terminates with the light-room, and is covered in by its roof.

“ The foundation-course is on a level with low water of spring tides, the sea, accordingly, by the influence of the tide, seldom rises more than 16 feet upon the building; yet, in the month of June last, when the Light-house was 70 feet high, the workmen were actually beat off the walls by the sea spray. If such, then, were the effects of a summer gale, what must a storm in winter be at the Bell Rock? The sea will, no doubt, fly over the light-room, and perhaps produce an appearance similar to that represented in the vignette of Smeaton’s Narrative of the Eddystone.”

## SPANISH OFFICIAL TESTIMONY OF THE GALLANTRY OF CAPTAIN MENDES.\*

*Copy of a Letter from the Junta of Galicia, to Captain MENDES, Commodore of the English Squadron on that Coast; dated Galicia, July 22, 1810.*

“ SIR,

“ This Junta has the satisfaction of acknowledging the receipt of your letter of yesterday, in which you have the goodness to communicate the particulars of the expedition to Caritabria, undertaken by yourself and General Porlear, combining with his operations the activity and force of the squadron under your command. He has also made a report to this Junta, of the great attention you have been pleased to shew to his officers and people; thus giving fresh and undeniable proofs of a generous protection and support to the just cause we defend, correspondent with the noble sentiments of your nation, and magnanimity of your Sovereign.

“ The Junta of Galicia, in the name of its government and country, to

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\* For the official detail of Captain Mendes’s late services on the coast of Spain, *vide* page 160 of the present Volume.



which it shall make known your distinguished services, offers you in return its warmest acknowledgments, and is anxiously desirous of an opportunity of being able to give you irrefragable proofs of its gratitude, high consideration, and of that respect which you merit.

“ Notwithstanding every object of this glorious expedition which was wished, could not at the time have been accomplished, still the great advantages of which it has been productive are very evident, by the annoyance it has occasioned to the enemy throughout the whole of these coasts, in opening the Port Santona, and compelling him to withdraw from other points where his progress would have occasioned greater evils.

“ The threatened situation in which this kingdom of Galicia stands in all its frontiers, does not allow the Junta, at present, completely to avail itself of all the advantages which you and General Porlear have opened, but of which more favourable circumstances will put them in full possession. But notwithstanding the present delicate state of affairs, the Junta had determined on sending some aid and succours to Santona, which the success of the expedition had rendered unnecessary.

“ The Junta particularly congratulates itself on the prophetic eulogy which you bestow on General Porlear, and boasts of having a son in him so worthy of his country, enjoying the greatest satisfaction that his achievements and military conduct have met with your approbation.

“ The particular recommendation which you make of the Captain Oslara, is very strong in every sense of the word, and should he have occasion to solicit any thing which this junta has the power of bestowing, it will not fail of giving you a farther proof of the respect they bear to your recommendation, in attending to your wishes.

“ Finally, Commodore, this Junta entreats that you would, in its name, and in that of the whole Spanish nation, make known to the captains, officers, seamen, and marines of the squadron, the satisfaction and obligations which it feels for their great services, and the valour with which they have accomplished a glorious and a useful enterprise; desiring, at the same time, to acknowledge the gratitude it feels for such distinguished actions.

(Signed) “ DON RAYMOND DE CASTRES,  
“ JOSE ANTONIO REWADENGRA,  
“ Secretaries.”

† *To his Excellency Sir R. Mends, Commodore  
of the English Squadron on this Coast.”*

#### NAVAL REWARDS.

ABOUT five o'clock, on the afternoon of Monday, July the 5d, 1810, the Earl of Northesk and Sir Richard Strachan, accompanied by Earl St. Vincent, arrived at the Mansion-house; the two former for the purpose of receiving the swords voted by the City of London, for their respective services.

The Chamberlain addressed his Lordship as follows:—

“ Admiral Lord Northesk, I give you joy; and in obedience to the

unanimous Resolution of the Court of Lord Mayor, Aldermen, and Commons, of the City of London, in Common Council assembled, I am to return your Lordship thanks for the brilliant and decisive victory obtained over the combined fleets of France and Spain, off Cape Trafalgar, thereby affording to the world at large an additional and lasting proof of British valour; and as an additional mark of their esteem and regard, your Lordship is admitted to the freedom of this great City, and I have the honour to present you with this sword.

“ My Lord, when we consider the magnitude of the force with which you had to contend—the lofty expectations of the enemy from the operations of their fleet—the complete destruction of that proud armament—and the important consequence to this country from its defeat, there has been nothing parallel in the naval annals of mankind. To such a height of glory has it elevated this envied country, that the least considerable character in the British fleet feels an exultation at the part which fell to his lot on that most brilliant victory. What then must be your feelings, my Lord, whenever you reflect on the large and conspicuous share which you took on that memorable day; and that, to the latest period of time, your Lordship’s name will be associated with that of the immortal Nelson.”

*Lord Northesk’s Answer.*

“ SIR—It is with the greatest pride and satisfaction I receive from the Honourable Court this sword, together with the freedom of the City of London, as a proof of their approbation of my conduct; and I trust, whenever I am called upon, and an opportunity offers itself, that this sword will not be disgraced in my hands. In saying this, I cannot but regret that Lord Collingwood is not alive to share with me in these honours. In him the country has lost one of its best officers, and I a most sincere friend. To you, Sir, for the handsome manner in which you have conveyed these thanks, much is due; and I beg you will accept my best acknowledgments.”\*

The Chamberlain then addressed Sir Richard Strachan, as follows:—

“ Admiral Sir Richard John Strachan—I give you joy; and in obedience to an unanimous Resolution of the Lord Mayor, Aldermen, and Commons, of the City of London, in Common Council assembled, offer the thanks of the Court to you, Sir, and to the rest of the captains, officers, seamen, and royal marines, under your command, off Ferrol, on the 4th of November, 1805, for the decisive victory then obtained over the enemy, and the additional glory with which you have thereby graced the annals of the British navy. By the same authority I admit you to the freedom of this great metropolis, and in their name have the honour to present to you this sword. Sir, the victory which I am called upon to celebrate, though not the greatest, was one of the completest which have been achieved during

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\* A portrait and biographical memoir of Admiral Lord Northesk, will be found in the XVth Volume of the NAVAL CHRONICLE, page 441.

the present arduous and eventful contest; and it will ever redound highly to your honour, that those who escaped the thunders of a Nelson, a Collingwood, and a Northesk, could not elude the vigilance, nor resist the prompt and irresistible attacks of Sir Richard Strachan."

Sir R. Strachan made also a short energetic reply.

On Friday the 10th of August, the Admirals, Earl Northesk, Sir Richard Strachan, and Charles Stirling, Esq. attended at Goldsmith's Hall, to be invested with the freedom and clothing of that Company, unanimously voted to those gallant officers, for their important public services. The ceremony took place in the grand drawing-room, at that fine ancient hall; Mr. Robert Williams, jun. M.P. as Prime Warden of the Company, presided on the occasion, and took the chair at the splendid entertainment afterwards provided. Many eminent naval and military characters were present, and the day passed off with the greatest cordiality and splendour. The chairman took occasion, in proposing, soon after the cloth was removed, the health of the new members of the Company, to pay a just tribute to the loyalty and patriotism of the great body of the citizens of London, in all periods of our history, and made an elegant allusion to the memory of the immortal Nelson, which made a deep impression on the company.

#### PRESENTATION OF PLATE TO ADMIRAL MONTAGU.

WE have much satisfaction in inserting the following documents in testimony of the high regard so universally felt for the late naval commander-in-chief, at Portsmouth:—

(Copy.)

"MY DEAR ADMIRAL,

*Transport Office, 7th August, 1810.*

"The captains and commanders, who had the honour of serving under your flag, during your command at Portsmouth, earnestly request that you will accept of a piece of plate, as a small token of their most unfeigned regard and very high esteem; and you will readily believe, my dear Sir, that having served as your captain, the peculiar satisfaction I must feel at being the person selected by my brother officers to the distinguished honour of presenting the plate to you.

"I have the honour to be,

"My dear Admiral,

"Your very obliged and truly devoted servant,

(Signed)

"COURTENAY BOYLE."

"To Admiral Montagu, &c."

(Copy.)

"MY DEAR SIR,

*Avisford Place, 18th August, 1810.*

"I have this day received your obliging letter of the 7th instant, accompanied by a superb piece of plate, presented to me by the captains and commanders of the royal navy who served under my flag at Portsmouth,



during the time I had the honour, for five years and a half, of exerting my poor abilities in the duties of that most important post.

"I know not any language that can adequately convey to them the gratification I feel at the sentiments you have expressed of their regard and esteem for me; it must, therefore, devolve on you, my dear Sir, to assure them of the high sense I shall ever entertain of so distinguished a testimony of their approbation, which can never be obliterated from my mind.

"If I succeeded (and which I have good grounds to believe I did) in executing the duties of my command to the satisfaction of my superiors, it is to be attributed to the zeal, abilities, and devotion to the public service, of the rear-admirals under my orders, and the captains and commanders I had the honour to command at that port, added to the very able assistance which I invariably received from you and your predecessor.\*

"I have the honour to be, with the sincerest respect,

"My dear Sir,

"Your most obedient and very humble servant,

(Signed) "GEORGE MONTAGU."

"To the Hon. Captain Boyle."

#### TRIAL OF MR. ULLOCK.

At the Summer Assizes for 1810, holden at Winchester, Thomas Ullock, purser of his Majesty's ship *Apollo*, aged 26, charged, by a coroner's inquisition, with the wilful murder of *Joanna Ullock*, his wife, at the parish of Alverstoke, was put to the bar.

*Susan Tozar* stated, that she had lived with Mr. and Mrs. Ullock three months; and during that time they appeared to live in the greatest harmony: that Mr. Ullock, when on shore, spent most of his time at home: that on the morning of the 14th of March, Mr. Ullock came to her chamber door, and cried out, "For God's sake Susan fetch a light, I believe your mistress has shot herself;" she was immediately afterwards sent by Mr. Ullock for Mr. Waller, the surgeon, and, at that time, Mr. Ullock was

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\* The zealous officer here alluded to, is Captain Wainwright, who has been serving lately with so much honour in the Gulf of Persia, in *la Clifonne*.

The plate, as here described, has been presented to Admiral George Montagu, by the captains and commanders who served under his flag during his command at Portsmouth, manufactured by Messrs. Smith and Asprey, of Brunton-street, Berkeley-square, silversmith's to his Royal Highness the Duke of Clarence:—A massive soup tureen of an oval form, supported by four eagles displayed (being the chief bearing in the Admiral's arms) on a handsome stand, with embossed shell, and scroll end, cable border, and antique claw feet. On each side the arms are elegantly chased; also medallions encircled by oak and laurel branches, bearing the following inscription in raised letters:—

"To Admiral George Montagu, a Tribute of Respect and Esteem from the Captains of the Royal Navy, A.D. 1809."

At the handles are Neptune heads, with crest on the cover and ladle-end.

undressed. On her return she went into Mrs. Ullock's chamber, when Mrs. U. was in bed, and alive, but did not speak; and Mr. U. was walking up and down the room, with part of his clothes on. She also said that a pistol had been in the house about a fortnight before; that her master had before told her there was a little powder in the pan, to alarm those who should make an attempt to break open the house, for which purpose he had brought it on shore. She saw the prisoner's shirt the next day, and there was a little blood on the wristband of the left hand.

*Nancy Gin*, sister to Mrs. U. said, that she was in the house of Mr. Ullock, the morning her sister died: that she was awakened by the prisoner, who called to Susan Tozar: that her room was divided from his only by a small partition: she went into her sister's room before she procured a light, and perceived the situation in which she lay, by drawing aside the curtain: that she was then alive, but neither spoke nor moved: she was lying on her right side, and the wound was on her left: her wrist was a little burnt. Witness said, that Mr. Ullock had always paid attention to the instruction of his children, nor did he omit any thing that could tend to the indulgence of his wife: that on the previous night of her death they had been in perfect good humour with each other.

Mr. *Waller*, the surgeon, stated, that he was in the habit of attending the deceased in her lyings-in, and at other times: that on the morning of the 14th of March, he was sent for, and found Mrs. U. alive, though senseless: he endeavoured to make her speak, but could not; she was lying rather inclining on her right side, that the wound was on the left side, immediately before her left ear: he saw nothing that could tend to a conviction in his mind that the act was committed by any other than herself: in short he did not harbour a thought of the kind. That on opening the head a portion of the ball fell out, and, on further examination, he found the remainder. The burn, which was on her right arm, might have been occasioned, as conjectured, by coming in contact with part of the bed furniture, which was burnt.

Mr. *Harper*, surgeon, also said, that he was called in to examine the body, but that nothing occurred in that examination that could lead him to conjecture whether the deceased came to her death by her own hands or otherwise.

Captain *Taylor*, Lieutenant *Begby*, Captain *Bligh*, Mr. *Rob. Purkis Hillyear*, surgeon of the *Apollo*, Mr. *Lamb*, master of the *Apollo*, and Lieutenant *Little*, severally spoke to the prisoner's character; that he was a very humane man, particularly mild, never addicted to passion, and a man the most unlikely to do an act like that with which he was charged.

The Jury, after about two minutes consideration, gave a verdict of—*Not Guilty*.

Mr. Ullock appeared perfectly composed the whole of the time. The deceased was a very handsome woman, about 25 years of age, and had been married seven years. She has left two children, a girl six years and a boy four years old.

## CAPTAIN MANBY'S NEW EXPERIMENTS.\*

On the 24th of August, 1810, Captain Manby made an experiment on the beach at Cromer, of throwing his new-constructed grapple-shot, attached to a line, from a mortar, for the purpose of giving relief to vessels in distress on a lee-shore, and where the sea washes far upon it, at a distance from the land. By this invention, it appears that an almost instantaneous communication may be formed with the vessel, and pilots conveyed with certainty and despatch, when every other effort is impracticable.

In the first experiment the grapple and  $1\frac{1}{2}$  inch line were projected with twelve ounces of powder across a rope moored to two anchors, and suspended in the middle by a buoy, upwards of 200 yards from the water's edge. The grapple keeping a firm hold, the life-boat was launched from its carriage, and quickly hauled to the spot where the supposed vessel in distress lay, and shewed what might have been done by the hands sent out, to save the crew, the cargo, and the vessel, even if the supposed men on board had been incapable of making any efforts to assist themselves. A shot attached to a log-line was then thrown from the mortar, along the beach, with the same quantity of powder, to the distance of 404 yards; which was allowed by the seamen present to be as far as any cases of distress upon our coast might require.

It will naturally occur to the reader, that if a rope by this means be projected *vice versa* from the ship to the shore, the good consequences may be the same; for any boat once got over the breakers, will convey the timely assistance, and all may be saved.

The Earl of Moira and his Countess were present, and his Lordship expressed his entire approbation of the result. Captain Manby explained to the Earl and company present, many particulars relative to his invention.

The Committee for the support and management of the Cromer Life-boat drew up a testimonial of their perfect approbation of the plan, and after signing the same, presented it to the captain. They also fixed an early day to take into consideration a method recommended by him for getting the life-boat to and from the sea with facility and ease, and for procuring such part of an apparatus for the above purpose as they have not got at present.

## IMPORTANT LAW CASE.

*Montagu v. Janverin.*

In the Court of Common Pleas, August 1, an action was brought by Admiral Montagu, late commander-in-chief at Portsmouth, against Captain Janverin, late of his Majesty's ship *Pluto*, for the recovery of 187l. 10s. under the following circumstances, which were stated by Mr. Sergeant Shepherd:—Government having occasion to send 500,000 dollars to Gijon,

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\* For an account of Captain Manby's plan for obtaining communication from shipwrecked vessels, *vide* NAVAL CHRONICLE, Vol. XXIII, pages 188, 291.



sent Admiral Montagu an order to transmit them either in the *Solebay* or *Pluto*, whichever could be conveniently spared for the purpose. The *Pluto* (both ships being under his orders) was accordingly sent, and the Lords of the Admiralty paid Captain Janverin the usual allowance of one half per cent. amounting to 562l. 10s. but he refused to pay Admiral Montagu (his flag-officer) his usual share of it, which was one-third.

Sir Roger Curtis, Lord Hood, Lord Gambier, Sir Richard Bickerton, and Sir Richard Strachan, all deposed, that it was an established rule in the navy since they entered into the service, that the flag-officers should receive one-third of the usual allowance of one-half per cent. made by government and merchants to captains in the navy for carrying specie; and that they, as flag-officers, had never been refused it, or heard their right questioned.

Mr. Sergeant Best contended, that the evidence of *usage* could not be allowed; because, in point of fact, no officer had any right to *demand* freight. [Sir Roger Curtis here observed, that prize-money was a *gratuity*, but a commanding officer was entitled to it, although the capture might be made by a vessel under his command, when he should not be present.] No longer than the 8th of March, 1807, the Lords of the Treasury (under the direction of the Law Officers of the Crown) had stated to the Lords of the Admiralty, that "Naval Officers, generally, had no right to freightage." However, "in consideration of the care and trouble which devolved on the captains of men of war, who took specie on board, the Lords of the Treasury proposed to allow them one-half per cent." The learned Sergeant begged the Court would observe the expression made use of in this letter—"the commanding officer, *who has the care and custody of such property*," is specifically mentioned. Besides, the King's order stated, "that it should be paid without deduction, or accounting for the same." On these documents he grounded his argument, that evidence of custom could not be received.

Lord Chief Justice Mansfield over-ruled this argument.

Sir Richard Bickerton stated, the allowance was stopped in July, 1807, and resumed in 1809. Upon which Mr. Sergeant Best said, "Then, my Lord, I contend, that no action can be maintained; and, least of all, an action for money had and received."

Lord C. J. Mansfield—"The point may be reserved." Verdict for the plaintiff, 180l. 2s. 6d. the point being reserved for the decision of the Judges, whether flag-officers, according to the orders of the Lords of the Admiralty, were entitled to the share now claimed, as in case of prize-money.

#### ROYAL MARINES.

MAJOR E. NICOLS, R.M. who had the honour of being presented at court on his promotion on the 22d of August. is an officer who has distinguished himself in no less than 104 actions with the enemy this war. After receiving three wounds, he took a large French cutter, with only one boat belonging to the *Blanche* frigate, for which daring exploit he received a

valuable sword from the Patriotic Fund. He defended the lines on the attack of Curazao with 250 men, against upwards of 1000. He, in the *Standard's* barge, boarded and struck the flag of the *Capitan Pasha's* ship, at the battle of the Dardanelles, and also disabled a strong battery, according to the following official reports; which the *NAVAL CHRONICLE* is enabled to give, as in many other instances, *exclusively* to the public.\*

(Copy.)

" SIR, *Standard, Sea of Marmara, 20th February, 1807.*

" I enclose you a letter from Captain Nicolls, of the royal marines, serving on board *H. M.'s S.* under my command, detailing his having destroyed the frigate bearing the flag of the *Capitan Pasha*; and having spiked 31 guns on Pesquier [Nagara] Point; and blown up the magazine; which service he very ably and gallantly performed. I feel it my duty to make known to you his conduct; and you will observe he speaks favourably of the assistance he received from Lieutenant Fynmore, of the royal marines, and Lieutenant De Bouille, of Dillon's regiment, who were volunteers with him on that service.

" I have the honour to be, &c.

(Signed) " THOMAS HARVEY, R.N."

" *Rear-admiral Sir W. S. Smith, &c.*  
*H. M.'s S. Pompée."*

(Copy of Enclosure.)

" *Standard, in the Sea of Marmara,*  
*20th February, 1807*

" SIR,

" Agreeably to your orders of yesterday, I boarded the ship bearing the flag of the Othman admiral, under a fire of musketry from the shore: after striking his flag, and setting fire to the ship, I proceeded to destroy the battery on the point; in it I found 31 guns, eight of which were brass, carrying a ball of upwards of 200lb.; the rest were iron 32 and 24-lbers. all of which I spiked, and blew up the magazine. The flag of the admiral I gave to Captain Blackwood, in order to forward it to Sir John Duckworth. His jack I send to you. I received able assistance from Lieutenant De Bouille, of Dillon's regiment, as also from Lieutenant Fynmore, of the royal marines, belonging to this ship. I have to regret, that in the performance of this service, one seaman was severely wounded in the head.

" I have the honour to be, &c.

(Signed) " EDWARD NICOLLS, R.M."

" *Captain T. Harvey, H. M.'s S.*  
*Standard."*

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\* See *NAVAL CHRONICLE*, Vol. XVII. 378; XIX. 292; and pp. 42 and 62 of this Volume. We ought to thank the Admiralty for yielding to us this pre-eminence in giving information to the naval world: but why was not Captain H.'s despatch published by authority?

When the Standard's barge had charge of the blockade at Corfu, this brave officer took, single-handed, a French gun-boat, his own having eleven shot through her, three men killed and five wounded: for this heroic action he was again complimented with a rich and elegant sword from the committee of the Patriotic Fund. His last action was the capture of Anholt with a very inferior force, and which, in the absence of the fleet, he defended as governor, under peculiarly trying circumstances last winter. But the establishment of a 50-gun ship having been deemed proper for that island, the command of it is now given to Captain Maurice, R.N.

## CORRESPONDENCE.

MR. EDITOR,

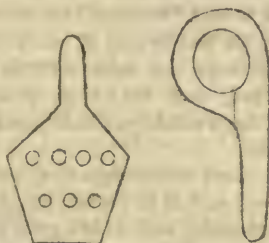
*Whitehaven, 25th August, 1810.*

THE dreadful catastrophe that befel his Majesty's ship *Royal George*, at Spithead, many years ago, led me to consider of a likely method of raising her to the surface of the water again; and after revolving this extraordinary subject in my mind for some time, the following were the result of my thoughts upon that event, which you may, if you think proper, insert in your valuable publication.

Being informed that the *Royal George* was surrounded by a bank of sand, drawn about her by the tides, I apprehended that it would be difficult to move so ponderous a body, till that should be taken away; to effect which, I drew a plan, for the removal of the sand, that I had reason to think would succeed; a copy of which, if you wish it, I will send you, at some future period.

The sand bank being displaced, I would then beg leave to propose the following method of raising her up, by the help of two 74-gun ships. In the first place, I would recommend, that 40 strong eye plates, similar to the elevations in the margin, should be firmly fixed by screws, penetrating through the main wales, into the timbers of the sunk ship, 20 on each side of her, which I conclude, may be done by means of a diving bell.

It would then be proper to take 20 cables, of 13 or 14 inches in circumference, of a suitable length, and double them, seizing a substantial hook, at the bight of each; provided with a spring, or clasp, to prevent its coming asunder, when hooked to the eye plate; there will then be 20 double, or 40 single cables, prepared to be united to one side of the *Royal George*. The ends of these cables may be passed through ten of the lower deck ports of a 74 gun ship, four in each port, making 40 in number; and, stretching them across the deck, they should be taken under and over a strong beam, or roller, fixed horizontally on the outside of the opposite part: then, taking their ends within board again, I would clap upon every one of them a strong tackle, secured to the rings and eye bolts, at the ports where the cables were first taken on board:





by means of these tackles they may be hauled taught, or slackened at pleasure.

The same method should be adopted with another 74, to be placed on the other side of the sunk ship, having also 20 double, or 40 single cables, ready to fasten to her, making in all 80 single ones. The two line-of-battle ships, being prepared in the manner before-mentioned, and having a large quantity of dead weight in their holds, they should be stationed, one on each side of the Royal George, having likewise a sufficiency of shot, or other heavy materials put into lockers in the wings of their orlop decks, so as to give them a heel towards the sunk ship.

I would then propose that the cables may be hooked to the eye plates, and bound taught by the tackles, so that they shall all have an equal degree of tension.

It would then be proper to move the shot, &c. out of the lockers, where they are deposited, to others on the opposite side of the lifting ships, to bring them upright; but if it should be thought necessary to give them a heel the other way, more shot may be taken on board and placed in these last mentioned lockers, and the ballast in the hold likewise may be trimmed for that purpose.

If it should be supposed, or found upon trial, that the two 74's are unequal to the raising of so heavy a mass, I apprehend, that in order to augment the power, two colliers, or other strong vessels, may be made fast as before described, with cables through their hawse holes, to the counter of the sunk ship: and two others in like manner to her bows, with ballast on board of them, to move aft or forward as occasion may require. This will make an addition of at least eight more cables; being altogether 88 single ones, a number I trust fully sufficient to lift her off the ground.

When all is prepared for this great work, and the tide has begun to flow, if it should be thought advisable to delay the experiment to some future day, the tackles may all be slackened together, or cast off, so as to let the lifting ships rise again without their load. But when it is determined to proceed, and the event proves successful, the whole of the vessels concerned should be towed or warped nearer the shore, and into shallower water.

At every succeeding effort, the lifting ships will come nearer to their object; so that at the last time I would recommend the taking advantage of a high spring tide, to bring the Royal George as near the shore as possible.

Having finished my plan for removing the sand bank, and also that for raising the Royal George, I shewed them, together with experiments upon a small scale, which fully answered the ends I wished, as corroborations of my projects, to the late ingenious Mr. Samuel More, Secretary to the Society of Arts, who was so pleased with them, that he thought they were deserving of particular attention. He, therefore, mentioned them to Lord Viscount Howe, then First Lord of the Admiralty, in such a manner, as made his lordship very desirous of seeing them. According to his request, I waited upon him at the Admiralty with them, on December the 14th, 1784. His lordship examined every part

with a seaman's eye, and wishing to understand the subject thoroughly, he asked many pertinent questions concerning them; my replies I thought were satisfactory to him. He was well pleased with my ideas of laying hold of the sunk ship, and highly approved of the small-sized cables I had chosen for that purpose; as he said they were much more manageable than large ones. He also dwelt with evident satisfaction on the method I had proposed to make all those cables bear an equal strain.

His lordship very politely thanked me for shewing him my plans and experiments: at the same time acknowledging, that although many methods of raising the *Royal George* had been offered for consideration, yet in his judgment he thought mine was the most likely to succeed of any he had seen, and, therefore, requested I would favour him with a copy of it, one of which I presented to him the following day.

I am, a well-wisher to your very useful *NAVAL CHRONICLE*.

*J. S. Purhouse*

MR. EDITOR,

*Dover, 20th July, 1810.*

IT being stated in the preface to your last Volume, that the publication of a memoir of the professional life of the late Admiral Sir A. Ball is delayed for want of materials, I offer you the enclosed contribution thereunto, being the copy of a letter from that officer to a distinguished naval character, accompanied by a narrative of the ill-fated Egyptian expedition, addressed to Sir A. B. by a foreign officer in our service, whose name appears amongst the wounded at the late conquest of Santa Mavra, and who was an eye witness of the operations against Rosett. You may either incorporate this in the admiral's biography, or make any separate use of the document in the *NAVAL CHRONICLE* that you think fit.

OTTHMANNICUS.

COPY.

MY DEAR SIR,

*Malta, 28th December, 1807.*

I most sincerely congratulate you on your having the command of so fine a squadron upon such an important station, where you will have an occasion of adding fresh laurels to the distinguished ones which you have already acquired. The papers report that Captain S. is to be with you, at which I rejoice, as I think you will find him answer your most sanguine expectations; and he cannot fail of being attached to you, and of feeling anxious to anticipate your wishes. From the active part which you have had in Egypt, I conceive that you are desirous of knowing the late operations in that quarter: I shall, therefore, send you the copy of a letter from Captain V. T. to me, describing our blunders: by which our national cha-

racter has suffered so much in the opinion of the natives, that it will require a very long time before they will repose any confidence in us.

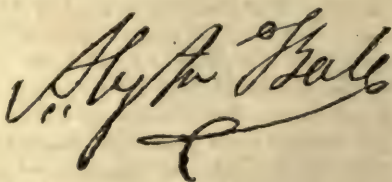
The French are making rapid progress in their projects to get possession of the whole Mediterranean coast: they will soon have Sardinia, Sicily, the Seven Islands, and the Morea: from which last place they will go to Candia and Egypt. If our ministers would adopt bold and decisive measures, we might effectually counteract the operations of the French, and prevent Sardinia, Sicily, and the Morea from falling under their dominion; and it would not be difficult to dispossess them of the Seven Islands, as they have only 1,500 men at Corfou, 180 at Zanté, and 50 at Kefalonia. This latter island is an important one for us, as we might keep it with 500 men, if we were to send a governor to conciliate the inhabitants, who are prepossessed in our favour; 340 vessels belong to that island. There should be an authority vested in the naval commander-in-chief, who might have others joined in the commission, to act according to occurrences, without waiting for instructions from England. We might very easily have prevented the French from getting possession of the Seven Islands, and it would not now be difficult to wrest those places from them.

Our ministers have a fine field for arresting the gigantic strides of the enemy, and of opening new sources for our manufactures, if they would act promptly. Captain H. is gone to England in the *Tigre*; and Captain L. of the artillery accompanied him. Ministers may get the best information relative to the Morea, and Egypt, from those intelligent zealous officers.

The political aspect on the Continent is more gloomy than ever, and reminds us of Oxenstierna's speech to his son, when he sent him to Vienna, "Go, my son! and see with what little wisdom this world is governed." Lord C. has taken a station at Syracuse. He, and his squadron, are now at sea, as well as Admiral T.'s, in consequence of a report of one of our captains, who thought he perceived a French squadron at anchor in Tunis Bay; which is founded in an entire mistake. I have despatched two ships after his lordship to apprize him of it.

Every success attend you, and I beg you to believe me, with great esteem, my dear ———

Very sincerely your's,



Compliments to S ———.

Rear-admiral ———



## ENCLOSURE.

[*Translation from the Italian.*]

Messina, 20th October, 1807.

No one would ever have imagined that an English army of 5,000 men, and which was more than adequate to the conquest of the whole of Egypt, would have suffered itself to be beaten by the Turks! To prove the truth of what I assert I shall take the liberty of detailing to your Excellency every thing of which I have been an eye witness.

Some days previous to the arrival of our expedition, it had been known for certain in Egypt, that our ambassador, Mr. Arbuthnot, had disappeared from Constantinople; and that *Fermauns* which had arrived from the late Sultaan, Selim III. contained orders to Mahomed Aali Pasha to make peace with the Mamlouks, and to send some troops to Alexandria in order to defend it against the English and Russians, in the event of their endeavouring to make themselves masters of Egypt. The Pasha, who happened to be in Upper Egypt, immediately deputed two persons to the Mamlouks, to come to terms with them: but the Mamlouks, previously gained by Major M\*\*\*\*\*, sent back the deputies without listening to them. The Pasha, irritated by the failure, attacked the Mamlouks some days after, and was by them repulsed with serious loss. The *Kiaya*\* of the Pasha, who commanded in Kajro, received orders to send 400 men to occupy the forts of Alexandria; but Major M. who was timely acquainted with the march of these Albanians, gave Emin-Bey, the governor of Alexandria, to understand, that he would lose his command on their arrival, and that he would be also ill-treated for having allowed the Mamlouks to trade with Alexandria. He told the inhabitants, that not only they would not remain masters of their property, but that their women would be violated, and their own lives in danger: such has always been the conduct of the Albanians throughout Egypt, and, consequently, well known to the people of Alexandria, that they were entirely convinced by the well-grounded reasons of Major M. Some were gained by presents; and, in short, the governor and the inhabitants agreed not to allow the entrance of the Albanians into the town, and swore that they would repel force by force if they attempted it; and this resolve they made to the 400 Albanians already arrived at Rashid (Rosett). The Albanians, irritated by this declaration, threatened to come round in *Jerms* [Nile barges]; and the following day the Alexandrians, seeing them approach at a distance, ran to arms. Major M. immediately sent me [Captain V. T.] to their posts to observe whether the governor and people were really determined on fighting. On speaking with Emin-Bey, and different chiefs amongst the inhabitants, they replied they would all rather die than suffer the Albanians to enter. Many were irritated against Signor Drovetti, the French consul, for his having insisted, with E. B. and the inhabitants, on admitting the Turks and Albanians. The *Jerms* arrived: but the Albanians, too contented with their situation in Egypt, had not

\* *Locum-tenens.*

embarked therein, notwithstanding their threatening answer to the Alexandrian letter. The day after this business [14th March] an English brig of war appeared off Alexandria to announce the arrival of the expedition, and to take us on board, fearing the Turks would molest us. I have forgotten to mention, that some days after the arrival of the Othman *fermauns*, an English merchant vessel, having on board our consul of Salmim, [?] and an English traveller, arrived at Alexandria for the express purpose of taking away the English mission before the declaration of war should take place. Major M. sent me to the governor to notify his wish to depart; the following was E. B.'s reply. "I hope that Major M. and the British mission will not depart from Alexandria: 1st, because war is not declared; 2d, because as affairs may still be accommodated at Constantinople, his departure would do mischief in this country; 3d, there is nothing to dread, as the inhabitants are all in favour of the English: and I give him my word of honour, that whatever turn things may take, and should war be declared, he shall be at liberty to depart, with all those of his nation." At the very moment of this request, a Turkish vessel hove in sight; and the Governor sent for the Major, and begged him to send away immediately the English vessel already alluded to, because he feared that the Turkish vessel brought the declaration, and that being the case he might be obliged to stop the other. But as she happened not to be ready for sea, and the one in question was approaching, E. B. mounted his horse and took a ride to Aboukir, solely to give time to the English ship to get away; leaving express orders that she should not be detained during his absence from town.—Let us now return to the brig of war. Major M. on receiving E. B.'s order, no longer spoke of leaving Alexandria, and the governor allowed him to send or go on board as often as he thought fit. The French consul seeing all this going backwards and forwards to the brig, told the governor that he was come to announce the arrival of an expedition; but E. B. persisted in pretending ignorance; and even begged the major to tell the captain of the brig to keep a look out on the *Jerms*, which were coming from Rashid and Etoko, and should there be troops on board, to sink them, *sans cérémonie*: several of the inhabitants joining in this request. Three days after this a part of our convoy arrived off Marraboo; by order of Major M. and with the governor's permission, I took a Turkish boat and went on board the *Tigre*, where I was well received by General Frazer and Captain H. The general, after having been informed of every thing, told me he had only 1,500 men then with him, having left behind 3,500, whom he every moment expected, and asked whether he could land with what force he had. I replied that they ought already to have been disembarked, and Major R. after conferring with me, confirmed this opinion.

The commander-in-chief gave the necessary orders, and at half-past five o'clock on the 16th of March, the army landed at Marraboo, and with the 1,500 men we took Alexandria, much to our own satisfaction, and not less to that of the inhabitants, who were all really friendly to us. Hitherto every thing went on prosperously: but now matters began to change. The first enterprise was undertaken (and it may be truly said to be *à la Turque*;

nine days after the capitulation of Alexandria. The detachment was composed of the 31st regiment, and that of the *Chasseurs Britanniques*, commanded by Generals W. and M. They marched from Alexandria the night of the 28th of March, and arrived at Aboukir three hours before noon. A short time after our arrival there, we embarked, with the intention of relanding at the *Marraboo* of Etko: but the weather obliged us to land at the *Karavan-Seraï*. The following morning we departed from thence for Rosett, and arrived that night at the tower of *Abou-mandour*: by noon we reached the Nile.

General W. ordered me to inquire the number of troops at Rosett, and to find a person to carry a summons into the place. I learnt that there were 500 men there, which subsequent facts confirmed; and the *Sheïk* of the *Marraboo* offered himself in the presence of Lord B. and of Captain C. to carry in the summons. I immediately went and made my report to the general, in presence of the above-mentioned officers and of General M. when instead of sending in a flag of truce according to his first intention, General W. having heard me, gave orders for the attack. It was afterwards ascertained from Mr. Charles R. (the Russian consul-general) and from our agent, Signor P. that Rosett would have surrendered to a summons without firing a shot. The latter gentleman sent to Major M. letters, in which the *Sheïk* of Rosett, and 200 of the principal inhabitants demanded the British protection, with a promise, that on the appearance of a flag of truce, they would all unite in telling the Albanians to go away. With respect to the report which was made, the General, as I have already stated, merely gave me orders to march before the column, and conduct it to the gate which he thought the weakest. I led the column to one which had been newly walled up, and which General W. General M. and myself demolished with our own hands; having, however, by this employment lost ten minutes, during which time 50 or 60 men were killed or wounded. Had we but had two or three iron crows [of those sent to Buenos Ayres, for instance] which the men might easily have carried, we should not have lost a man.—We entered the town—the Albanians shut themselves up in the houses, and from the windows galled us severely. I again repeat, that had we possessed the means of merely forcing the doors, we were masters of Rosett in less than an hour. It must be added that till now we had brought no cannon into the town. General M. was seriously wounded, and General W. shortly afterwards killed. Colonel B. of the 31st regiment, then took the command, and brought in cannon. I myself saw four or five shot fired before a door of the houses could be forced open. Colonel B. sent Lord B. to know of me whether it was possible to find iron crows. I sought for some in the houses, but in vain: a short time after, for what reason I know not, the retreat was sounded. Colonel B. then ordered me to conduct the detachment to the *Boghas* (mouth of the Nile) out of the reach of the cannon of Fort Julian, which I did, and there we met Captain H. of the navy, who it is to be observed, had, when we landed at the *Karavan-Seraï*, agreed with the deceased general that they were to act in conjunction, and Captain H. had strongly recommended me to give him the earliest informa-



tion of the general's movements, which as I had no orders from the latter, I could not do: but I remember that Captain H. on our parting at the *Karavan-Seraï*, said these words to me, "V. ! We have to do with stupid people, and I cannot tell how matters will turn out."

On our arrival at the *Boghaz*, Captain H. embarked the wounded, and the army was posted in such a position, that all the Turks in the world would not have dared to attack it; so that the troops might have safely indulged in the repose they so much needed: but I know not by what fatality our commanding officers would not listen to the advice of those perfectly at home in that country. The troops were ordered to march; and, being much fatigued, many loitered behind, and were massacred by the enemy. On the march I was several times sent forward to see if the way was clear, and I always returned with the assurance that there was nothing to fear, as the Turks were too few to dare to leave Rosett to attack us. It was only after our arrival that they at last believed me, and acknowledged I was right.

Now for our second enterprise. There was every thing needful: but the plan was bad, and our former experience thrown away. The army was posted above Abou-mandour, and on that side only was Rosett besieged: while the Turks had the Nile open for supplies or for retreat, so that they never could have been brought to surrender, since Turks always prefer flight to capitulation. Had the second expedition gone to the river's mouth, and taken Fort Julien, which was defended only by 120 men, a battery might have been established on the island opposite Rosett, gun-boats might have entered the river, and the position of Abou-mandour cutting off all communication, the place must have fallen.

The coming of our army to Egypt has been the occasion of much evil to the inhabitants. In Sharkieh (the eastern district of the Delta) sixty villages and more drove out the Albanians on the arrival of the British, and killed above 200. After the second affair of Rosett, the *Pasha* sent troops against them, the inhabitants fled into Syria, and their villages were all burnt. The men and women of the village El-Hamed, were almost all massacred, and the children sold among the soldiers. In Rosett some of the inhabitants, who, in the first business, had brought us bread and water, were, by the Albanians, dressed up in the clothes of our poor soldiers, who had been killed, and were then barbarously murdered by slow degrees. The village Dozuchi, the largest in Egypt, for having been favourable to General S. who commanded before Rosett, was entirely destroyed by the *Pasha*, on his latterly coming down from Kaïro upon Alexandria. Of the people of this latter city all those who possessed the means embarked, (previous to our evacuation) some for Palestine, others for Tunis, Derneh, Tripoli, and for the islands, a great number fled to the Arabs of the desert, so that we left Alexandria almost depopulated. The prisoners we left behind owe their safety to the interference of General S. and Major R. Such are the fruits of this ill-conducted expedition. The affair of El-Hamed was to me fatal, and it is a miracle I am alive. I must henceforward try to forget this catastrophe not to renew my melancholy.

## TO SIR WILLIAM SIDNEY SMITH, &amp;c.

SIR,

**Y**OUR services have been great, and their value of no common order ; for, in my opinion, that value has been doubled by the air and character with which they have been charged.

So great, indeed, so characteristically great, have been your achievements, that we must in charity suppose, our different administrations, under which they have been performed, despairing adequately to estimate them, have withheld the rewards, which lesser merits might be understood to claim.

Your country, Sir ! have long beheld with the mingled emotions of shame, anger, and indignation, the affronting neglect with which the brilliant character of Sir Sidney Smith has been insulted ; but that same country has at length, in a plenitude of opportunity, bestowed upon you the proudest reward, which any age or any nation could by possibility have bestowed. History, indeed, quietly at her post, was collecting for her brightest pages the materials of your fame ; but it was in the Theatre of Oxford,\* Sir, that the splendid and living attestation of your merit burst upon us.

The value of such applause will be the more appreciated, the more it is studied.†

\* *Vide NAVAL CHRONICLE*, page 9 of this Volume.

† Liverpool, Sept. 12.—This town is at present favoured with the company of Admiral Sir Sidney Smith. This distinguished officer, whose exploits have procured him the admiration and attachment of the whole nation, passed through Manchester on Saturday. He was there waited upon by a deputation of gentlemen, and invited to a public dinner at the Exchange, on which occasion the principal inhabitants of that town were present. When he arrived at Warrington, the horses were taken from his carriage, and he was drawn through the streets amidst the congratulations of a vast concourse of people. Sir Sidney arrived here late on Monday evening, and yesterday morning waited upon the Mayor, and afterwards, accompanied by several gentlemen, inspected the Town Hall, the Athenæum, the Lyceum, the Rotunda, and the Union Rooms. He spent some time in the latter in viewing the Exhibition, with which he expressed himself greatly gratified. After this, he returned to the Exchange, where he was met by the body of merchants there assembled, and hailed by repeated cheers. Upon entering the Exchange-room he was again most heartily saluted by incessant cheers, and he received the same compliment at the underwriters-room. On Saturday next he dines in public with the Mayor in the Town-hall. With these tokens of respect every heart beats in unison. They call forth our warmest congratulations. The laurel which decks the brow of the patriotic warrior is ever green ; it is not to be blasted by envy, nor corroded by time ; but it becomes a more pleasing decoration when joined with the festive wreath entwined by the hands of a grateful country. It was the lot of many antient heroes that their merits were left only for posterity to appreciate ; but it may be the boast of the heroes of England, that whilst they erect a name and an example for future years, yet living, they are honoured with the honest applause and the warm feelings of their fellow-citizens.—(Pilot.)

In competition with it, it were disparaging to compare the acclamations of rabbles; the triumphant processions of Rome, detestable and deserted; or even the fall of Cæsar under the dagger of Brutus, however that great scene may have been ennobled by the highest flights of poetry and of eloquence. To scenes of exaltation of mind I should rather recur for subjects of comparison; such as perhaps the groupe of illustrious friends around the couch of Socrates, who expired with the heartfelt recollection, that throwing aside, on the one hand and on the other, the glittering trash of systems, he had lifted up his voice to Heaven, and thence drew down the philosophy of social life. And such also as Franklin might seem when sighing, with ambitious sensibility, he saw, at his bidding, the electric spark descend from the atmosphere.

Some such feeling, Sir! must have vibrated through your bosom, at a reception, such as you experienced, amidst the most accomplished assembly, which any age or nation has been able to bring together. It is much to command the approbation of Oxford, venerable for her antiquity; enviable and envied for the magnificence of her endowments, and celebrated for the splendid utility of their application. There was the Master Magician Bacon; and there the sanctity of our church was attested by the simple firmness of Latimer, and the gentle greatness of Cranmer. There too was Locke, who drew forth the human mind from its recesses, and exhibited it to an admiring world; nor must Clarendon be forgotten, from whose pages we still imbibe the lessons of political wisdom.

Worthy to be the successor of that great and virtuous statesman, was Lord Grenville; a choice, honourable to the University, but extorted, athwart the prejudices of political differences, by a virtuous life, the possession of learning, and the display of talent. Before this great Statesman, amidst the plaudits of the British Fair, the high approbation of the British Youth (their country's richest possession and proudest boast), and the exultation of Oxford's venerable Chiefs, were you, Sir, crowned with immortal honours.

Yes. At that hour, your numerous escapes and hardships, your daring snatches at fame amidst the waves of the Baltic; your eruption from the prisons of France; your resourceful defence of Acré; your genius as a statesman in the projected recovery of Egypt by treaty; your assistance along it's streams and upon the plains of the Delta in its actual recovery; your protection of the House of Braganza,\* in its escape from perpetual enthrallment; all these bright deeds and all these severe exertions were at once compensated and rewarded by this deputation from our empire, not more mighty in force than in intellect.

But, alas, Sir, your triumph might have been still more complete. In recurring to the instances of antiquity, we find, that the memory of Cassius and of Brutus shone forth with a peculiar glory in the procession, to which their representative figures were not admitted. Many, indeed, are the circumstances by which sensibility respecting the memory of departed excel-

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\* *Vide* NAVAL CHRONICLE, Vol. XXI. pages 463. 498. 577. 498.



lence may be excited or heightened ; and many there must have been in the conduct of the Installation, which must have recalled the recollection of William Windham ; who, but for the interception of a premature, or at least sudden death, would have rejoiced in gracing by his presence his parent university, and the learned triumph of his friend. His remains were, indeed, deposited at his antient and patriarchal seat of Felbrigge ; but let the fond hope be indulged that when the acclamations of the British youth resounded, upon your appearance, along the banks of the Isis,

—————“ datus in theatro.

Cum tibi plausus,

Care Maecenas eques ; ut paterni

Fluminis ripae, simul et jocosa

Redderet laudes tibi Vaticani

Montis imago.” \*

HORAT. L. i. Od. 20.

his shade might have been permitted to hover over the heart-warming scene.

There was much for him to behold and to admire. There were knowledge and talents matured, and in actual application ; and there were “ the second hopes ” of the nation ; but great as he might have seen us in present possession ; and largely, as with increased scope of vision, he might have anticipated our future wealth of talent ; he could scarcely have discerned any personages so constructed and so furnished as himself, or so qualified as to replenish the void made by his absence. British genius, guiding the classical pen of Sir William Draper, has forbidden us to wet with our tears the laurels of a departed hero.

Parce triumphales lacrymis a pergere laurus—

But within the walls of academical seclusion and reflection, we may be permitted to weep over the lays, there cultivated, when their sight recalls to our recollection the memory of this great man. Among his eulogists, upon his sudden and untimely disappearance, a sort of disposition seems to have prevailed of praising him as a star, secondary to those great luminaries, Charles James Fox, and William Pitt. Their gold might have been more current, but the gem-like radiance of Windham they could not reach. That either of those statesmen duly appreciated the character of this great aera, I do not believe. Windham may possibly have somewhat gone beyond it. The recollection of former times and precedents was too much in their minds ; while an over refinement may, perhaps, be occasionally detected in his speculations. They floated upon the surface of existing circumstances ; he dived, and sometimes, I fear, too wantonly dived into the very recesses of remote possibilities. His versatile and plastic

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\* “ At that time when, my dear knight, Maecenas ! such applause was given you in the theatre, that the banks of your paternal stream, and also the cheerful echo of the Vatican mount, resounded your praises.”

talents turned to every thing, and of every thing took the figure, depositing it in the vast storehouse of his mind.

In a word, the accomplished character thus taken from us, was one of that brilliant class, who, over the shining variety of great qualities throw that lofty and chivalrous colouring, by which, in more distant times, Cœur-de-lion, Wallace, and Montrose, were distinguished; and in our own days, Wellesley, Nelson, and the Defender of Ptolemaïs.\*—I am, Sir,

With respect and admiration,

Your obedient servant,

E. H. H.

MR. EDITOR,

**H**EREWITH I send you an extract of a letter, containing an account of a very gallant action fought by the William Ashton, of Lancaster, a West India merchant ship, against a French privateer, of much superior force, and full of men. I could wish you to insert it, as *The Day*, newspaper, has a paragraph, stating that Captain Greenwood fired glass bottles loaded with shot, and stating him to be guilty of inhumanity, and not acquainted with the laws of war. Now, without entering into the merits of that question, this is a palpable falsehood; no bottles were ever fired.

Considering the French privateer to have 20 guns, and near 200 men; whilst the William Ashton had only 25 men (of whom one-fourth were boys) we cannot too greatly applaud the commander. This is the third action in which he has been engaged with a very superior force, and he relates this with that modest simplicity ever descriptive of true merit.

Captain G. is the oldest captain out of Lancaster, and if you insert this I can give you the particulars of his former actions.

*Temple Place, Southampton Buildings.*

Z. B.

*Extract of a Letter from Captain Greenwood, of the William Ashton, dated September 2.*

I am happy to inform you of our safe arrival here this day, after a narrow escape from capture. We left Santa Cruz the 27th of July, single ship, and on the 22d ult. at day-light, fell in with a strange sail on our weather quarter, which on perceiving us bore down upon us; at half-past seven we fired a gun and shewed our colours, which she took no notice of; at eight we fired a shot, when she hoisted French colours: we made ready as soon as possible, took in studding-sails, &c. and waited to receive her; found her to be a long low yellow-sided ship, pierced for 20 guns, with a

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\* The city of Saint John-of-Acré, or Acri, was originally called Acco, afterwards Ptolemaïs, and renamed by the Turks, Akka; which is its present vernacular designation.

white figure head ; but did not appear to have guns in her two bow ports ; she commenced the action with musketry, and then her great guns, but did not do us any very material damage.—After this we began, and continued engaging a little more than an hour ; and through our utmost exertions, we beat her off ; after the second broadside, she veered round with intent to rake us ; we did the same, and passed under her lee, giving her the other broadside ; we passed each other on different tacks twice, still within musket-shot ; and we must have done him some serious damage with our grape shot, or he would not have veered round and left us so soon, as he might perceive what we were. A little after ten (we lying-to in expectation of a renewal of the engagement) another sail passed us to windward, at which we fired a shot, (supposing her also to be an enemy) when she came down, hoisting Spanish colours ; the privateer was still in sight, and in the direction she was steering, she would have been taken in half an hour, but for our protection. She proved to be the *Gerona*, of Liverpool, for New York, and the captain was very thankful for his escape, and kept company with us till evening, when he stood to the southward.

On examining our damage, we found our fore-top-mast badly wounded by a large shot ; but it stood till we got it fished and another made ; we had another shot between wind and water, which we secured as well as we could ; but we were so leaky as to require pumping every hour : our rigging and sails a good deal cut, principally by musket shot : but providentially not a man hurt. We were only 25 in number altogether.

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## HYDROGRAPHY.

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**T**RINITY-HOUSE, London, 27th August 1810.—Notice is hereby given, that this corporation has directed an alteration, to be made in the Eddystone light ; and that the necessary apparatus is now erecting, and is expected to be complete in about a fortnight from the date hereof ; when the light will be exhibited upon the improved principle, with *Argand* (otherwise *Quinquet*) lamps, and reflectors ; producing a light of great brilliancy, that will be visible to a much greater distance than the present light with candles. Farther notice will be given when the alteration is completed, and the improved light exhibited.\*

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\* Plymouth, Sept. 13.—The new lights, with lenses and reflectors, were exhibited the first time in that stupendous edifice the Eddystone Light-house, off this port, last Monday. Numerous spectators assembled on the Hoe at seven o'clock to see them lighted ; the effect was instantaneous and exceedingly brilliant ; and the night being very fine before the moon rose, the lights had a very pleasing appearance. This is a great improvement in this elegant structure, and the lights can be seen from a great distance. Plymouth Hoe is exactly fifteen miles from the Light-house.



## CUMBRIAN'S SHOAL.—JULY 26, 1809.

**R**ETURNING by the eastern passage from China, at noon observed, in latitude 21 deg. 46 min. N. long. per chro. 121 deg. 25 min. E. with a light easterly breeze stood to the southward, and at 5 P.M. saw an extensive reef of breakers from the poop, running in a W.N.W. and E.S.E. direction, as near as we could judge.—Same time Tobago Xima bore N. by E. to N. by W. the small island of ditto N. by E.  $\frac{1}{2}$  E. the breakers E. by N. to E.S.E. lat. 21 deg. 34 min. N. and long. by sights taken at the time 121 deg. 30 min. E. our distance from the nearest part above four miles. We could plainly perceive rocks among the breakers—stood to the southward until 2 A.M. when we tacked and stood N.E.—at half-past 8 A.M. Tobago Xima N. by W. to N. by W.  $\frac{3}{4}$  W. the small island just shut on with the S.E. end of the large one—the two northern bashees S. 26 deg. E. to S. 32 deg. E. the eastern extremes of the breakers then in sight from the poop W.N.W. distance 5 miles—long. by sights at the time 121 deg. 46 min. E.—lat. by account 21 deg. 23 min. N.

This shoal appears a narrow strip running in an eastern and western direction; its W. end 121 deg. 34 min. E. long. 21 deg. 34 min. N. lat. E. end 121 deg. 41 min.—the longitude is deduced from that of the northern Bashee allowed in 121 deg. 58 min. latitude from the observation of the succeeding and preceding moons, taken by four observers each time, and allowance made for the current experienced between both.

*Extract of a Letter from Lieutenant Maughan, commanding the H. C. Cruiser Antelope, dated Manilla, 15 August, 1809.*

Owing to light baffling winds we did not arrive among the shoals until the latter end of April, 1809, from that time employed traversing the western boundary of the shoals according to Mr. Horsburgh, but could discover none; however, on the 4th of May, we were gratified with the sight of the westernmost shoals seen by the London Indiaman during her passage to China. At noon anchored on its western side in 22 fathoms coral, about one cable's length from the breakers, bearing as follows:—the S.W. end of the shoal S. 10 deg. E. distant about  $\frac{2}{3}$  of a mile, the N.W. end N. 33 deg. E. distant about three quarters of a mile, and what appeared to be the eastern extreme forming a small sand bank E.  $\frac{3}{4}$  N. I had here excellent sights for the chronometers which fix this end of the shoal in longitude 111 deg. 58 min. 37 sec. E. of Greenwich, or 2 deg. 49 min. east of Xuandai (allowing this last place to be in longitude 109 deg. 09 min. east) and latitude of the shoal 8 deg. 53 min. 24 sec. north from the vessel, the shoal appeared to extend seven or eight miles to the E.N.E. with several patches of sand on its extreme. I sent the boat to sound, and the least water was  $1\frac{1}{2}$  and  $1\frac{1}{2}$  fathoms coral.

On May the 6th, just after noon, weighed and stood to the eastward, in search of the other shoal seen by the London, but owing to baffling winds we did not make it until the morning of the 9th. The day being exceed-

ngly clear I found the latitude of its western end (by three sextants) 8 deg. 50 min. 43 sec. N. and longitude by chronometer 112 deg. 18 min. 45 sec. east, or 3 deg. 9 min. 45 sec. east of Xuandai. This shoal has no sand bank upon it, and appears to extend in an E.S.E. direction, having a long spit projecting from its west end to the southward. Both the shoals are steep too, and soundings can only be gained in a few spots, extending at the utmost one quarter of a mile from the rocks. On the following day stood to the easternmost extreme, and found its latitude to be 8 deg. 49 min. 49 sec. N. and longitude 112 deg. 24 min. E. which proves the shoal to extend from E to W. about six miles; its greatest breadth from N. to S. is not two miles.

From this day (12th) I found the weather begin to change from almost continual calms to squalls, therefore I determined to proceed in search of the shoals and islands seen by the Essex; but as I before observed we had traversed the spot assigned them by Mr. Horsburgh without discovering any thing.

On the 15th of May the wind precisely on that day shifted to the S.W. attended with squalls and rain. I now thought it a favourable opportunity to complete the eastern extreme of the West London shoal (which I declined approaching during the light airs and strong currents). On the 22d of May, after experiencing a strong easterly set, saw a small detached shoal, and found its latitude to be 8 deg. 50 min. 30 sec. N. and its longitude I cannot determine with accuracy, from the excessive alteration of the rates of the chronometers. From this spot I could plainly distinguish another small shoal in a W.S.W. direction, and beyond that the West London shoal extending to the westward. I stood off for the night, and on the following day again made it, although from the press of sail I carried we ought to have been considerably to the westward, a convincing proof that a strong easterly current existed. The continued hard westerly squalls and high sea, which occasioned the vessels to labour considerably, and increase the error of the chronometers, combined with the approaching monsoon, that precluded all hope of a cessation, induced me to proceed to Nhiatrang to remain during the change of the moon, filling our water and refreshing the crew, after which I intended to examine the space between Sapata and the Parcells.

On the 26th of May, I anchored in the harbour of Nhiatrang, completed my water and wood; I found the chronometers had altered considerably; on the 2d of June I departed, and traversed the space from 110 deg. E. to 180 deg. 30 min. E. but could discover nothing, and although not precisely upon the spot assigned by Captain Robertson for the *Vigio*, we passed it so close on both sides, that had it existed we must have inevitably seen it; here I found the monsoon so strong, with a considerable current, that I could not make much progress to the southward, but continued beating about it until the following full moon, during which period I remained in the harbour of Camraigne, in hopes after the spring tides the weather would moderate.

"On June the 16th I departed from Camraigne, and stood exactly for the Vigio, but could discover nothing."

By order of the Superintendent of Marine,  
W. I. HAMILTON,

Bombay, 12th Jan. 1810.

Assistant.

### LEVANT SEAS.

MINUTE of proceedings in H. M. S. *Dangereuse*, Tuesday, 18th February, 1800, (nautical time.) Wind variable, and N. W. by W. Latitude in 31 deg. 24 min. N. Bearing and distance at noon Cape Gallo \*. [?] S. by W. 6 or 7 leagues P.M. Calm, with a heavy swell from the northward. Hauled the mainsail up. At 2 h. 30 m. a breeze sprung up at N. made all sail along shore to the westward. At 6 h. 30 m. came to in four fathoms of water: veered to one-third of a cable: muddy ground: the town of Farrahneh [near Pelusium] bearing S. W. by S. 5 or 6 miles. A.M. Strong breezes. Spoke a *Jerm* from El-Aarish† bound to Damiat with French prisoners: got information from her that the Turkish army was encamped at Sallayéh. At 6 h. 40 m. weighed, it being impossible to have communication with the shore; a heavy swell setting in from the northward. Run over a bank in  $2\frac{1}{2}$  fathoms, Cape Gallo bearing E. S. E. 5 or 6 miles. At noon strong gales.

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\* We presume this Cape Gallo of the reporting officer to mean El-Khas, *Mons Casius* of the antients; and cannot refrain from remonstrating against the habit that prevails amongst our navigators of nick-naming places after the mariners of trading nations, a motley crew, instead of using the vernacular names, or a literal English translation, or in default thereof, the primitive appellation. Of the Levant in particular, what Ammianus Marcellinus says of his own time, "that although most cities bear the new names imposed upon them by the Greek princes, yet they lose not their primitive names quite," is true at the present day; for instance Acon, afterwards Ptolemais, then by the fanatic paladins dedicated to St. John, now called by Italians, Acri, by the French Acré, by the English Acra, still retains amongst the Orientals the trace of it's Assyrian origin, in Akka, or Akia. We take this opportunity of again reminding our naval readers of the expediency of invariably noticing the compass in such nautical reports.

† El-Aarish is the frontier fortress of Egypt on the borders of the desert separating that country from Palestine. It was also called Raffa (*Raphia*). Tradition marks this as the place where the brothers of *Yosouf-el-Yahoud*, i. e. "Joseph the Jew," returning from Egypt, were detained by the guards sent by that personage in pursuit of them: and from that occurrence it has received the name of El-Aarish, that it is to say "The Tent." This spot has derived celebrity in modern times from the convention between General Kleber and the Grand Vezir, for the restoration of Egypt by the French to the Turks, which the English government thought fit to counteract the execution of, having been signed here on the 24th of January, 1800, by the mediation, and under the guarantee, of Admiral, then Captain, Sir W. S. Smith, senior officer of H. M. ships employed in the Levant Seas.



## COPY OF A LETTER TO THE LORD VISCOUNT VALENTIA.

(Printed by the writers in consequence of its being unanswered and unnoticed by his Lordship.)

MY LORD,

*Fleet-street, 26th June, 1810.*

THE excellent work, from your pen, which has added so largely to the most valuable species of geographic information, has been hailed with a general gratulation, in which, with our countrymen, we cordially join. We are happy, with them, to see one other grand and stable monument stand forth, pre-eminently forward, moulded by British genius, to the honour of British literature.

Yet, while turning over your pages, with mingled emotions of pleasure and delight, our attention has been suddenly and painfully arrested by a passage or two relative to ourselves, which justice to our own characters requires us to notice; and which your Lordship, we trust, will hereafter have the goodness to correct.

The passages alluded to occur in pages 4, 11, and 12, of the first volume of your work, and which we submit to your notice, as they occur therein.

*Page 4.* "We are now in latitude 33 deg. 19 min. and in sight of Porto Santo, one of the Madeiras; all the maps, except Arrowsmith's, are incorrect in the position of these islands: Laurie and Whittle place them about half a degree too far north; Heather's error is less; but Arrowsmith's stands pre-eminent here as in every other point of geographical accuracy."

We presume, that this passage alludes to an old chart *formerly* sold by us, and which was laid down from that of Don Tomas Lopez, geographer to his Catholic Majesty. It is, therefore, requisite that your Lordship should be apprized that, since the month of June, 1807, that chart has been superseded by the New Chart of the Azores, Canaries, &c. now transmitted for your inspection; and which, we trust, will be found not less accurate than any chart of a similar nature that has appeared in Europe: Probably, in some of its points, it may be found more correct than any other chart, of the same space, which has heretofore appeared.

With regard to the latter part of the above passage, we say but little. Indiscriminate praise, like indiscriminate censure, will generally admit some qualification; as your lordship may perceive hereafter: At the same time, let it be understood, that we are far from wishing to detract from the well-earned reputation of so meritorious an individual as Mr. Arrowsmith.

On page 11, vol. 1, we find the following paragraph:—"Cape Palmas, which we found falsely laid down in all the maps; it is longitude 8 deg. west. Laurie and Whittle have published a chart of the whole coast, said to be on authority of five captains in the Liverpool Trade. This is grossly erroneous. Many lives may be lost by a deception which ought to be publicly noticed."

This chart was drawn by the late Mr. De la Rochette, the most eminent character of his time, as a geographer, in this country. That it is said to

be on the authority of the names specified, is a truth; and it is equally true that those persons were persons experienced in the navigation of the African coast. That it is not so correct as it ought to be, is admitted; yet there is the best reason for believing that it was formed as correctly as existing documents would admit; and no expense, on the part of the publisher, was spared, either in its construction or engraving. Nay, farther, it was a chart formed with *extraordinary expense*; and, if any deception has been practised, it has been equally practised on the publishers as on the public.

The following remark occurs at page 12 of the same volume:—"We sailed on the spot where Laurie and Whittle have been pleased to place the island of Anno Bon;—the manner in which charts are published in England is a disgrace to a mercantile nation."

The error in the position of Anno Bon partakes, relatively, in those above-mentioned; and, with them, will hereafter be corrected. Yet we cannot suffer this to pass without appealing to your Lordship's feelings, as a gentleman, whether the expression, "have been pleased," &c. be, in this instance, perfectly liberal and just?

Thus far, with regard to our own individual characters, you will, we trust, acquit us of any intention to deceive.

We cannot conceal our deep regret on observing, that, the manner in which your Lordship's remarks on this subject are given, is such as will operate materially to *our injury*, both in this and other countries; and we cannot but anxiously wish that they should not re-appear in a future edition; or, at least, that they should be corrected according to the circumstances here stated.

It ought also to be observed, and it furnishes another proof of our wish to communicate *correct* information, that the last edition of the Book of Sailing Directions which we published (edit. of 1807), and which is generally considered as an almost indispensable companion to the Charts of Africa, contains the results of observations then recently communicated, which *exhibit the error of the Chart*, with regard to longitude, in different points; namely, Whydah, Quitta, St. Thomas's, &c. See pages 97, 125, 126. And these observations, which were made by the able officers of H. M. S. Argo, particularly Mr. Stokes, the intelligent master of that ship, tend to shew that a great portion even of Arrowsmith's chart is incorrect; although that gentleman had the advantage of all *former charts* and published observations.

The truth is, that there has been a paucity of observations upon these coasts of Africa; and those recently made are so few in number as not to furnish sufficient *data* for the accurate construction of another chart. Partial amendments may doubtless be made; but it too frequently happens that, in correcting one error, ten others are produced; and it is of importance that the detail and relative situations of objects should be preserved in due proportion as nearly as possible; all of which cannot be retained without either a regular survey or very *numerous observations*.

In corroboration of the assertion "that there has been a want of sufficient observations on the African coast," we may refer your Lordship to

Captain Hurd, Hydrographer to the Admiralty, from which office particular instructions have *been lately issued* to remedy the defect. Our own solicitude in this respect has already been evinced in numerous inquiries; and, so soon as these inquiries are satisfactorily answered, a new set of charts will appear. Thus, indeed, has already appeared, our new chart of the Azores, Madeiras, and Canaries, above-mentioned; to which has been very lately added the Cape Verde Islands. A map of Africa, with such amendments as we have been able to obtain, will also shortly appear, it being in a forward state with the engraver. It may, however, be proper to notice, that the longitude of Cape Palmas, with us, does not appear quite so far to the westward, as stated by your Lordship.

To the general remark on the manner in which charts have been published, we may observe that, it has never, until very lately, been considered as a *national concern*; and that, even since the institution of the Hydrographic Office, its productions seem to be intended, *exclusively, for the use of his Majesty's Navy*. To the liberality of Captain Hurd, the *present* chief of that department, we have, however, been considerably indebted.

That the charts published in this country have, in late years, been so correct, as they are found in very numerous instances to be, has arisen, not from the munificent patronage of its government, but, chiefly, from the liberality of publishers of original works of this description; and we may truly venture the assertion, (since the occasion calls it forth) that the House against which your Lordship's remarks are so severely directed, has not expended a capital of less than fifty thousand pounds in this line of business alone; and, we believe, that it would be difficult to prove, that any want of liberality, on our part, has been the means of withholding improvement; on the contrary, we have reason to believe, that our country, notwithstanding accidental miscarriages, has been considerably indebted for the encouragement which we have endeavoured to give for the promotion of such useful labours.

These considerations will, we trust, operate with your Lordship so far, as to induce you to accede to the subject of our request. Your Lordship will, at least, be convinced, that the error is not a voluntary one; and that, personally, our honour as men is not implicated in the question.

With the best wishes for your Lordship's fame and happiness, we have the honour to be, &c.

LAURIE & WHITTLE.

P.S. The following remark has been engraved, for some years past, on the chart of the Windward and Gold Coasts:—

“ Since the construction of this chart, observations with the help of time-keepers have been made; 1st by the French in the N.W. bay of Fernando Po Island; next by the English in St. Thomas's Island, in Man of War Bay; in consequence of these observations, Cape Formosa ought to lie in about 5 deg. 33 min. east of London, instead of 7 deg. 42 min. the longitude assigned by Mr. Norris; and the distance between that Cape and the first Meridian, supposing this to be laid down in its true position, is upwards of



two degrees too much ; a difference which cannot be ascertained with any degree of precision till we have obtained new observations of longitude."

It is also particularly to be observed, that the chart *was not originally published by Laurie and Whittle*, but by their predecessor, *the late Mr. Robert Sayer*, whose stock of plates L. and W. purchased. More might be said upon the subject ; but we shall not trespass farther, at present, on the time and attention of Lord Valentia.

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## HORRORS OF A DESERT ISLAND, ON THE COAST OF CUBA.

[Concluded from Vol. XXIII. page 479.]

I HAVE just said, that we found a magnifying glass in one of the pockets of the Spanish merchant, which he made use of in reading his breviary. It was to this instrument, which we had seen twenty times in his hands, without thinking of the advantage we might derive from it, that we owed our preservation ; for it is certain, that we could not have passed the ensuing nights in the same manner as we had done the two preceding, without being exposed to become sooner or later the prey of the alligators, which, to our astonishment, had respected the last moments of the Spaniard. This we attributed to that repugnance common to all animals, even to the most ferocious, which makes them avoid the scene of natural death.

Our first care, when the sun was near its meridian height was, by means of our lens, to steal from him one of his beams, and to make a large fire, of which M. Prudhomme and I took the charge, while our companions went forward to make their discoveries, and did not return until sun-set. Not only had they found neither water nor food, but they had acquired the melancholy certainty, that we were not upon the continent of Cuba, but upon a small island on its coast, which was separated from it by a channel three leagues in width.

This discovery, heart-rending as it was, produced nevertheless a good effect : it delivered us from the cruel state of uncertainty in which we had been for three days,—an uncertainty many times more painful than the conviction that our surmises were well founded, and that our safety must depend upon our personal efforts. After some reflection, we agreed that there remained to us one only way of escaping destruction ; it was to construct a raft ; but, how to accomplish such an undertaking ?—I have already said, that the island, upon which we were, was low, producing little more than reeds and shrubs, which, in whatever quantity we might collect them, would never have formed a body sufficiently solid to bear us, or to resist the waves which, in that channel are particularly turbulent. There were indeed some trees scattered here and there on the most elevated spots ; but not only were these generally at a distance from the shore, but we had no tools nor instruments to fell them, or to adapt them to our purpose. Still the idea was too attractive to be rejected ; and by continually indulg-

ing it, we at length so far persuaded ourselves of the possibility of its execution, that in less than an hour not one of us doubted of the certainty of his preservation. The wretched are not difficult in the choice of their hopes: they see in all their projects the termination of their misery: all their conclusions are directed to one point, and neither the circumstances which may happen, nor the obstacles which may arise, impede the velocity of their minds; their imagination refuses to reflect; and even rejects the most manifest impediments with the dread of beholding the flattering illusion dissipated which consoles them, and for a moment blunts the sense of misery.

These pleasing ideas, united to the certainty of being able to pass a comfortable night, stretched at our ease on the sand, surrounded by good fires, and without any thing to fear from the alligators, which had hitherto caused us so much terror; these ideas, I say, caused our supper of saline herbs and dog-grass to appear excellent. We quenched our thirst with the water of the marsh, but with more precaution than on the preceding evening, and, therefore, with less inconvenience. We made three fires, and laid ourselves at length in the space they encompassed. Each of us by turns kept watch to attend to the fires, and thus we passed an excellent night, which was not only free from uneasiness, but was embellished with the most seductive hope.

The next morning we awoke fresh and cheerful, and we conversed upon nothing but the means of putting our project into execution. A little fresh water, which the indefatigable La Prudence had collected from those wild artichokes which I have already mentioned, added farther to our comforts, and augmented our expectations; but as we were on the side of the island most distant from the main land, we resolved to travel across to the shore: this enterprise had numerous difficulties, and although the northern coast was not more than two leagues from the point whence we departed, the journey took up the whole of the day. Still this was preferable to the attempt to double the point of the island on a raft, which is always ungovernable when it meets with a current contrary to the course in which it is to be navigated.

It was not without a farewell sight of the tomb of the poor Spaniard, nor without paying his memory the respect of our mutual regret, that we quitted this spot, the scene of our affliction, our despair, and our hope; but the project which we had formed had so many charms, that it speedily concentrated all our ideas. It was indeed our only expectation—our last resource. As we walked it formed the incessant subject of our conversation, and we spoke of it as of a measure, the execution of which was indubitable. We thus re-animated our courage, and renewed our strength. In all the circumstances, and in every station of life, man delights to lull his reason with chimeras; he will even quit the real pleasures which he enjoys, to indulge his imagination in the creation of those which do not exist. He trespasses, madman as he is, upon the sacred rights of the unfortunate! Illusion is the territory of the unhappy—the blessings which it produces are to them real, they soften the sensation of present evil, they strengthen their souls in the toils of adversity, and enable them to arrive

at the termination of their miseries. After a journey of seven hours, we at length arrived on the coast of the island. We were indeed in a most pitiable state. Our feet were torn by thorns, and began to refuse their support; and those among us who wore boots, had their legs so swollen, that they were obliged to cut the leather to obtain relief. But whatever were our sufferings, our single look towards the opposite coast, immediately overcame our sense of them, and a thick smoke, which we beheld rising through the trees that bordered the strand, transformed this country to a new Eden in our idea, in which our imagination presented us already, the oblivion of our miseries, and the enjoyments of the land of promise.

After a meal of herbs and roots, we began our work. The strongest attacked the trees at their roots, while the rest stripped them of their bark, or went in search of reeds. When our materials were united, we delivered ourselves up to our occupations with an ardour of which our situation can alone suggest an idea.

Night interrupted our labours; we made up our fires, and thought of taking that repose which our journey and our work had rendered more than ever necessary to us. We enjoyed our rest in its fullest extent, until the moment when the dawn broke the charm of sleep, embellished with the most promising dreams, and enraptured our waking hours with all that the most deceitful imagination renders seductive.

Resolved to depart on the morning of the next day, we busied ourselves in the construction of our raft. We had collected materials, and nothing remained but to put them in order. Captain Durand was our engineer.

He began by instructing us to lash our wood together with the green bark of trees and reeds, and thus we succeeded, little by little, in fabricating a flat machine, to one of the ends of which we fastened a piece of wood that might serve us as a rudder. Our work being finished, we moored our master-piece firmly to the sandy bank, and went to rest at no great distance, still contemplating the spot that held the long-laboured means of our expected safety.

Alas! the stroke of misfortune had not yet spent its force; we were doomed to feel every degree of affliction, and to arrive slowly at the termination of misery!

We had slept two or three hours, surrounded by numerous fires, which we had entrusted to the care of La Prudence, when we were suddenly roused by loud claps of thunder, which rolled over our heads.

The sky was in flames with lightning; the clouds, heaped upon one another, reflected the most terrific hues, more or less vivid, as they were more or less opaque, while the whole appeared so closely embodied round us, that we seemed to be in the very bosom of a volcano.

Our first ideas were naturally directed to our raft. Hitherto it had been the centre of our hopes, but at this moment it attracted all our fears. As I have already said, we had constructed it on the strand, where we had firmly moored it, but as the sea rose in immense billows, and even dashed over the eminence on which we were, we perpetually questioned each other if it could be supposed possible, that the waves would respect this last plank of our shipwrecked expectations? Alas, our mutual fears were



too well founded ! The greedy ocean had dragged it into its deep abyss, and there remained for us, on the return of light, nothing but despair and death.

At this sight we stood immoveable and lifeless : for some hours we had not even the courage to speak, much less to attempt any new resource. To this deplorable situation another trouble was added. Hitherto we had all preserved our health : setting aside that uneasiness which is ever the consequence of continued misfortune, we had found sufficient strength to contend with all the wants that assailed us ; but the moment in which we beheld the termination of our cherished hope, the force and courage which had until now sustained us, suddenly abandoned us, and we fell into a faint and lifeless stupor, which must infallibly have terminated in death, if that sentiment which ever recalls man to the care of his preservation, had not given a small portion of energy to our hearts, that had almost ceased to beat.

“ Come ! ” exclaimed Captain Durand, starting up, with an accent that bordered upon desperation—“ when life is to be preserved every means is lawful !—in our present state we must have food ; otherwise, of six, not one will long remain alive, but we must die one after another, the death of madmen !—we must not hesitate—the death of one must assure the preservation of the rest : and I have chosen my victim ! ” In uttering these dreadful words, he made a leap towards poor La Prudence, whom he seized by the hair, and brandishing the cutlas which he held in the other hand, he was about to strike our unfortunate companion, when a fearful cry of horror, which burst from us all at once, arrested his murderous arm, and gave his victim an opportunity of disengaging himself from the hand that held him. But what now was the conduct of his victim ? Young, robust, and stronger alone than all the rest of us together, what if he profit by the advantages which he possesses, to disarm and beat to the earth, the monster who would have slain him, and whose hand still threatens his existence ?—In one word, ye philosophers, shall vengeance or generosity actuate the bosom of a slave ?—La Prudence, poor La Prudence, is more than generous ! he might make his adversary tremble, from whose repentant hands the steel has just dropped,—but no—he becomes a suppliant,—he begs his life, which, should his executioner refuse, his attitude (for he has thrown himself upon his knees) shews him ready to resign as the last proof of his attachment : he addresses himself to all—he seeks the compassion of all whom his late services have benefited. “ \* “ O massás, white mans !—not kill I—poor La Prudence do all for white mans : the good God help us ! ”

What extremes are there in nature, and how frequently does she delight to unite them in the same individual ! What opposite sentiments agitated at the same instant the soul of Captain Durand, whose heart was naturally benevolent, sensible, and generous ; with what astonishing rapidity did he

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\* “ O maitres blancs ! vous pas tuer moi, pauvre La Prudence, faire tout pour blancs ; bon Dieu secourir nous ! ”

return from a state of ferocity to the softest sentiments of compassion and humanity ! He could not support his emotions, he shook through all his limbs—he fell, but it was into the arms of his negro slave, who is become for life his brother,—his friend !—He presses him to his heart—he sheds tears upon his face, their tears unite, while ours flow in abundance, and the spot which was on the point of becoming the theatre of the most horrible murder, displays the triumph of humanity !

But what are we to do?—Our strength exhausted, we must perish with hunger before we can collect the materials necessary for the construction of another raft. Providence will still have mercy upon us, and the instrument which it employs to assure us of our deliverance, is to be the same man, who a moment before, one of us had destined to become the most direful of all sacrifices !

While we were yet pensive and without hope, La Prudence ran towards us with speed ; his joy deprived him of the power of utterance. Captain Durand and Pierre ran towards him, and we soon followed their steps. But what were our transports when we perceived a large alligator stretched lifeless along the shore, and which the retiring ebb had left upon the strand. It had no putrid smell, its flesh was fresh, and white, and it seemed to have but that moment expired. To make a fire, to broil what we intended to eat, and to hang slices in the smoke, that we might preserve the precious gift of Providence, was the business of an instant. How delicious was our repast ! and with what ardour was it followed by the enterprise which we commenced !

By the evening of the next day, we had collected together as much wood as was necessary for the construction of a second raft, and the most difficult part of our work was completed. We now had fears of nothing but a second tempest. The alligator afforded us sufficient nourishment, and drought was our only suffering. We had, indeed, habituated ourselves to the marshy water, which we drank in small quantities, and thereby experienced considerable relief without any great inconvenience. At length the moment of our departure arrived, and after a quiet night, which was followed by a magnificent sun-rise, we confided ourselves to our frail machine ; while with one accord, we offered up an ardent and sincere prayer.

We were seven hours in making the voyage of those three leagues which separated us from the main land. We had departed praying, and we arrived praying. At the instant of our arrival, we heard the lowing of an ox ; we were on the borders of a forest which we determined to enter, and to make our way towards the spot from which the sound proceeded. It was, however, not before the next day that we arrived at a hut, inhabited by a Creole family, who kept there a sort of suttlng-house, where the soldiers of the neighbouring station, who were undoubtedly the *Corps de Garde* mentioned by the English, came to regale themselves.

The commanding officer of the station being made acquainted with our arrival, came to see us, and had the kindness to provide us with mules to carry us in two days to Bataviano, and from thence to the Havanna, where in the house of M. Trabuc, receiver of the dues of the French government

on prizes, who discharged the functions of commercial consul, we met with all the aids of the most open and cordial hospitality. My companions had equal reason to be thankful for his kindness : he accommodated them with bed and board, until each was able to exist on resources of his own.

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## NAVAL LITERATURE.

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*A Map exhibiting the great Post Roads, physical and political Divisions of Europe, from original Materials collected in the different Countries delineated.* By ARROWSMITH. London. 1810.

“**A**FTER re-organizing our old establishments on this side of the Bosphorus, we shall in all probability have to form new ones on the Euxine. We have the successful example of our habitual rivals before our eyes, as to the advantages, in their intercourse with foreign countries, derivable from preliminary information, statistical, geographical, or hydrographical. Every observing traveller knows how indefatigable the French are in the acquisition, and how methodical in the application, of all those branches of local knowledge to the purposes of war or peace. This department of study is too much left to chance amongst us; notwithstanding we possess in proportion to our population a greater number of well-informed individuals than any other country, perhaps, except parts of Germany; but our knowledge of the globe does not keep pace with the rest, nor is it progressively digested into authentic and convenient form.—Our marine charts, some local surveys attached to expensive publications excepted, are in general so defective as to disgrace a naval nation. One map-maker copies the antiquated blunders of another; thus is error perpetuated, instead of corrected, by each succeeding publication; in which the map-seller (for such a description of trader is surely unworthy the title of geographer) prides himself less on the scientific accuracy of his work than on the workman-like embellishment of it. The revival of Levantine navigation offers a desirable opportunity for at length rectifying the very erroneous hydrography of the Black Sea.”

Such are the lucubrations of a writer under the signature of *Mercator*, which appeared originally in this work last year;\* but have been since adopted as authority, on the subject of the trade and navigation of the Black Sea, by the learned professor of Mineralogy to the University of Cambridge, in his valuable book of travels lately published.† Those remarks, upon the state of geographical science in this country up to the

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\* *Vide* NAVAL CHRONICLE, Vol. XXI. page 216,

† CLARKE'S Travels, in Russia, Tartary, and Turkey, Appendix, No. III. page 714: which book is reviewed at page 134 of this volume.



time of DALRYMPLE, RENNELL, and ARROWSMITH, however severe, are unfortunately but too just; and it is to claim an exemption from this anathema, in favour of a recent work of the last-named geographer (for he has claims to that designation) that we have now taken up our pen; readily devoting a page of the NAVAL CHRONICLE to bring a performance of so much merit and utility to the acquaintance of our readers, somewhat earlier than by the common course of commerce.

Before, however, we enter upon our review of that work, we must say a word on the orthographical innovation we have hazarded above, in spelling a proper name. Correctness is so desirable an aim, that we trust our readers will not think their time mispent in reading our justification of such *neology*.

The word to which we allude is BOSPORUS: for so should it be written, according to every Greek text, particularly that of STRABO, implying, "*a passage for oxen*:" VALERIUS FLACCUS adopts the Greek orthography.

"Iamquedies, anræque vocant, rursusque capessunt

Æquora, qua rigidos eructat Bosphorus amnes;

Illos, Nile, tuis nondum dea gentibus Io

Transierat fluctus, unde hæc data nomina Ponto."—ARG. 4.

But though the Latin poets follow the Greek, the geographers write BOSPHORUS. It is possible, indeed, (as Dr. Clarke seems to admit) that the original appellation was derived from PHOSPHORUS, the most ancient name of VENUS, whose fane was on the Cimmerian shores. The name of the Bosphorus of Thrace, according to EUSTATHIUS, in his commentary on DIONYSIUS (See Ox. edit. p. 138), was a corruption of PHOSPHORTION: but the term may have been first taken rather from the *light-towers*, or the *volcanic fires*, common to both the Cimmerian and the Thracian straits, than from the origin he has assigned. The change of PH into B was common: as BILIPPOS for PHILIPPOS, BRYGES for PHRYGES, BERONIKE for PHERONIKE, and *Balaena* for PHALAINA. The present Greek natives of the Crimea still call the town of Kertch *Vospor*, and the straits *Vospor*, although they write the word *Bospor*.

Another example of such orthographic mutation is the word *Farasakh* in Arabic, answering to the Persian *Farsang*, of which European writers have with one accord made *Parasang*. It indicates a measure of 3000 paces, or 12,000 cubits, used by those nations, communicated to us by the Greeks under the name *Parasugge*, and divided by them into 21 *stadia*.

ARROWSMITH has produced a map which cannot but prove an acquisition to all who are interested in a knowledge of the planet we inhabit, from the counsellor of state down to the mere reader of a newspaper: we think it confirms his title to stand at the head of his profession in this country, and will eventually contribute to form his qualification for becoming a representative abroad, of whom we need not be ashamed before friends or enemies. For we are bound to admit, with the writer already quoted, that with the exception of the naval profession (comprehending also that branch of the East India Company's service), geographical science is at a low ebb here,

compared with the Continent. We should sacrifice most grossly upon the altar of national prejudice and vanity; if we flattered ourselves to the contrary. We, therefore, feel obliged to Mr. A. for his labours to retrieve the English character on this point, and we view each successive production of his skill and industry with increased gratification.

The work that has excited us to this expression of our opinion, appears to have been published so long since as the 2d of January; but we have not been so fortunate as to make acquaintance with it till lately.

This map is constructed on a spherical projection, and divided into four sheets or sections, forming when joined a surface of 6 f. 3 i. by 5 f. 4 i. upon a scale of  $1\frac{1}{4}$  i. to a degree.

The NAVAL CHRONICLE cannot afford the same scope for detailed review as the pages of a professed critical journal: but it does not follow that we are insensible to general literature and science, nor disqualified from forming and occasionally emitting a judgment on such matters. On some subjects we even possess advantages in the dissemination of our sentiments equal if not superior to certain publications decked in the established critical uniform; alluded to by a Correspondent on *Criticophobia* in THE PILOT, evening newspaper, of the 27th June. We think this occasion a fit one to exercise that right, by pointing out some few distinctive features of the present work to the more immediate notice of cosmographers.

Under the physical division we have found what we consider as an interesting novelty—a descriptive table of some of the most remarkable mountains and lakes of Europe, from which we have extracted the following particulars for the amusement or instruction of our readers:—

## MOUNTAINS.

Feet above the Sea.

|                                                                          |        |
|--------------------------------------------------------------------------|--------|
| Ben Nevis, Inverness-shire .....                                         | 4170   |
| Snowdon, Wales .....                                                     | 3568   |
| Cawsand Beacon, on Dartmoor.....                                         | 1792   |
| D'Or Mountains, highest in France .....                                  | 6707   |
| Perdû Mountain, highest point of the Pyrennees.....                      | 11,283 |
| [The fall of the river Gaze near the foot of this mountain is 1266 feet] |        |
| Gibraltar, highest point .....                                           | 1439   |
| Finsteraar-horn, highest point of the Helvetic Alps..                    | 12,210 |
| Mount Blanc, Alps .....                                                  | 15,680 |
| Mount Rosa .....                                                         | 15,555 |
| St. Gothard .....                                                        | 8970   |
| Mount Velino .....                                                       | 3300   |

## LAKES.

Feet deep.

|                      |      |
|----------------------|------|
| Lake Constance ..... | 1162 |
| — of Geneva .....    | 1267 |
| — Thun .....         | 1966 |
| — Lucerne .....      | 1500 |
| — Neufchatel .....   | 1400 |

Mr. A. has deviated from the popular mode of considering the altitude of mountains, as it affects the eye or imagination of the spectator, and has formed his computation upon philosophical principles—from the level of the next sea. A celebrated author and critic (Dr. Johnson) seems to prefer the former mode—"as it (the height) affects the eye or imagination of the passenger, as it makes either a spectacle or an obstruction, it must be reckoned from the place where the rise begins to make a considerable angle from the plain. In extensive continents the land may, by gradual elevation, attain a great height without any other appearance than a plane gently inclined, and if a hill placed upon such raised ground be described as having its altitude equal to the whole space above the sea, the representation will be fallacious."

But while we speak with satisfaction of the physical details of this map, we must not conceal our disapprobation of the inaccuracy that prevails in the political divisions, as represented by the colouring. We shall content ourselves with one example. The last Treaty of Peace between Russia and Sweden \* extended, as all the world doth know, the boundaries of the former from the river Kymené, in Finland, to that of Tornea, in Finmark, or more properly Lapland, comprehending the cession of the entire eastern coast of the Botnic-gulf. Whereas Mr. A.'s pencil represents the *status quo ante bellum*, instead of the lamentable *uti possidetis*. The mutability of territorial possession is one of our objections to tinted maps: but as whatever is worth doing at all is worth doing well, we feel the more warranted in calling upon Mr. A. to revise his frontier lines, as we are far from shewing a disposition to seek for blemishes with a microscopic eye, or backwardness to render perfect justice to intrinsic and substantial merits.

With the exception of his own map of Scotland, published last year, this is the best filled with names we have seen. But we find ourselves constrained to remark a laxity in orthography and nomenclature quite unaccountable, considering the ample stock of original materials we know Mr. A. has the means of consulting, and really unworthy of his general accuracy. We must therefore suppose him so wearied and exhausted by mathematical operations, that he abandoned nomenclature to the engraver. Far be it from us to speak of *sines* and *tangents* with disrespect: but still proper names are of such practical importance, that we cannot avoid suggesting to Mr. A. not to proceed with the impressions of his map till it has undergone the verbal correction of some critical friend, if he himself has neither leisure nor taste for philology.

Iceland is better represented than we have hitherto seen it; and here we take the liberty of throwing out a hint to the *great* and *wise* at the helm of affairs, that instead of neutralising it, as was done by a recent order of council,†

\* Vide THE PILOT of Friday, November 17, 1809.

† At the Court at the Queen's Palace, the 7th of February, 1810, present, the King's Most Excellent Majesty in Council.

Whereas it has been humbly represented to his Majesty, that the islands of



and still more recent nomination of a consul ! \* it would be better to add it (together with the Feroe isles) at once to the insular empire of which Albion must be the metropolis ; establishing the head-station of our northern whale fishery there ; and from thence importing oil instead of that bulky nuisance blubber ; thereby economising time, money, and labor. †

Feroe and Iceland, and also certain settlements on the coast of Greenland, parts of the dominions of Denmark, have, since the commencement of the war between Great Britain and Denmark, been deprived of all intercourse with Denmark, and that the inhabitants of those islands and settlements are, in consequence of the want of their accustomed supplies, reduced to extreme misery, being without many of the necessaries and most of the conveniences of life.

His Majesty, being moved by compassion for the sufferings of these defenceless people, has, by and with the advice of his privy council, thought fit to declare his royal will and pleasure, and it is hereby declared and ordered, that the said islands of Feroe and Iceland, and the settlements on the coast of Greenland, and the inhabitants thereof, and the property therein, shall be exempted from the attack and hostility of his Majesty's forces and subjects, and that the ships belonging to inhabitants of such islands and settlements, and all goods, being of the growth, produce, or manufacture of the said islands and settlements, on board the ships belonging to such inhabitants, engaged in a direct trade between such islands and settlements respectively, and the ports of London or Lenth, shall not be liable to seizure and confiscation as prize.

His Majesty is further pleased to order, with the advice aforesaid, that the people of all the said islands and settlements be considered, when resident in his Majesty's dominions, as stranger friends, under the safeguard of his Majesty's royal peace, and entitled to the protection of the laws of the realm, and in no case treated as alien enemies.

His Majesty is further pleased to order, with the advice aforesaid, that the ships of the United Kingdom, navigated according to law, be permitted to repair to the said islands and settlements, and to trade with the inhabitants thereof.

And his Majesty is further pleased to order, with the advice aforesaid, that all his Majesty's cruisers, and all other his subjects, be inhibited from committing any acts of depredation or violence against the persons, ships, and goods of any of the inhabitants of the said islands and settlements, and against any property in the said islands and settlements respectively.

And the Right Honourable the Lords Commissioners of his Majesty's Treasury, his Majesty's principal Secretaries of State, the Lords Commissioners of the Admiralty, and the Judge of the High Court of Admiralty, and the Judges of the Courts of Vice-Admiralty, are to take the necessary measures herein as to them shall respectively appertain.

W. FAWKENER.

\* *Foreign Office, August 11.*—The King has been pleased to appoint John Parke, Esq. to be his Majesty's Consul in the Island of Iceland.

† We have recently been reminded of the enormous extent of that importation, by lately seeing in a Newspaper the following partial statement of the Whale Fishery from the port of Hull, viz.

AUGUST 6.—The *Harmony*, from Greenland, has arrived here with 11 fish,

We are to announce the return of Sir G. Mackenzie, Messrs. Holland and Bright, from Iceland. The party reached Edinburgh the week before last. We are glad to find that in this journey, these gentlemen have been in no respect disappointed. The difficulties they had to encounter, though considerable, were by no means greater than what they had expected; but they were amply compensated by the natural phenomena with which Iceland abounds, and which they were so fortunate to visit in such a season as has scarcely been known in that country, for continued fine weather. We have some hope of seeing soon, for the first time, an original English account of this remarkable island, in which we may expect to find a great deal of new information.

We are better pleased with the delineation of Spain, with its interesting mountainous entrenchments, than in any general map we have hitherto seen upon the same scale.

In the Mediterranean the *boot*, as it is called, of Italy, will be found on comparison to have undergone some change of position, from the preceding representations of that country. We understand Mr. A. very properly conforms to the surveys of the Spanish navy in those quarters. We confess that even since our earliest juvenile reading of Don Quixote, we have imbibed a predilection for the Spanish nation; and independently of that, we happen to know that the naval part of it is entitled to much more respectful consideration than it has hitherto obtained amongst us. Perhaps, with the sole exception of our own East India service, there does not exist any corps of

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245 butts of blubber. The Captain states, that the Laurel had got five fish.—The Horn, and Estridge, with 12 fish each, have arrived at Dundee, from Davis's Straits; as has the Mary-Ann, from Greenland, with 14 fish.—The Effort has arrived at Yarmouth, from Greenland, with 12 fish.—The Chanticleer sloop has arrived at Yarmouth, having captured three Greenland ships, full of fish, bound to Hamburg; three others were in company, but which she could not man.—The Leviathan, arrived here on Wednesday, from Davis's Straits, with 21 fish, 640 butts of blubber. She brings the following account of the under-mentioned ships belonging to this port, viz John, 9; Samuels, 14; Ingria, 15; Everthorpe, 8; Konigsberg, 9; Lynx, 9; Equestris, 8; Falconberg, of Grimsby, 8.—The Advice, is arrived at Dundee, from Davis's Straits, having 16 fish on board, which will produce one hundred eighty tons of oil; the largest quantity that ever came to Dundee in one ship.—August 13.—Arrived from Greenland, the Thomas, with 10 fish, 290 butts of blubber; Valentine, 10 fish, 250 butts; Sarah and Elizabeth, 10 fish, 240 butts; Perseverance, 7 fish, 190 butts; Egginton, 14 fish, 248 butts; Old Manchester, 11 fish, 220 butts; Prince of Brazil, 11 fish, 270 butts; Alfred, 9 fish, 700 seals, 300 butts; Richard, 12 fish, 270 butts.—Arrived from Davis's Straits, the Trafalgar, 19½ whales, 600 butts;—Duncombe, 15 whales, 450 butts; Venerable, 18 whales, 500 butts.—August 27.—The following vessels have arrived here from Davis's Streights since our last, viz:—The Mary and Elizabeth, 12 fish, 380 butts; Konigsberg, 9 fish, 365 butts.

It struck us on the perusal of this account, that the fishermen might have returned to the fishery, and got fresh cargoes, while the Icelanders compressed the fat into the more portable form of oil for other vessels to convey to the metropolis, manned by sailors in whom no piscatory dexterity is required.

officers possessing a greater proportion of nautical science, or that can produce more skilful navigators. We really do wish JOHN BULL to become, at least, as prompt in rendering homage to exotic talent in arts and sciences, as he is to pay *tribute* to foreign fiddlers and dancers, and that our esteem for an ULLOA, or a PEYROUSE, be not entirely supplanted by our *admiration* of a CATALANI or a VESTRIS.

The African coast seems to assume a more determinate outline under ARROWSMITH's hand. That region, however, still continues the *opprobrium cosmographorum*; the masters of the ocean who have explored both poles to satisfy the curiosity of mankind, are content to remain in ignorance of the dangers that await themselves in the track of usual navigation, which an idle transport vessel would survey in a month! and the sultry Syrtes still belong to the domain of poetry alone.

“ Barbaras Syrtes, ubi Maura semper  
Æstuat unda.”

The two gulfs so called were famed among the antients, and with much reason, as the most dangerous passage of the Mediterranean sea, insomuch that the inhabitants of that coast, the Nasamones, like their neighbours in Barbary, and their emulators in Cornwall,\* derived habitual profit from plundering the ships wrecked on the neighbouring shoals: witness Lucau, in that versified gazette the Pharsalia:†

“ Thin herbage here (for some e'en here is found),  
The Nasamonian hinds collect around;  
A naked race, and barbarous of mind,  
That live upon the losses of mankind:  
The Syrtes supply their wants and barren soil,  
And strew th' inhospitable shores with spoil.  
Trade they have none, but ready still they stand,  
Rapacious to invade the wealthy strand,  
And hold a commerce thus with every distant land.”

Rowe.

Our countryman, Young, also sings the dangers of those seas, though with somewhat more of *bathos* than *pathos*.

\* “ Rous'd by the prince of air, the whirlwinds sweep  
The surge, and plunge his father in the deep;  
Then full against his Cornish lands they roar,  
And two rich shipwrecks bless the lucky shore.”—POPE.

† “ Hoc tam segne solum raras tamen exerit herbas,  
Quas Nasamon gens dura legit, qui proxima ponto  
Nudus rura tenet, quem mundi barbara damnis  
Syrtris alit, nam litoreis populator arenis  
Imminet, et nullâ portus tangente carinâ  
Novit opes; sic cum toto commercia mundo  
Nautragiis Nasamones habent.”—ix. 438.



" The northern blast,  
 The shattered mast,  
 The Syrt, the whirlpool, and the rock,  
 The breaking spout,  
 The stars gone out,  
 The boiling streight, the monsters shock."

We should be glad to see some account of the present hydrography of the gulf of Sidra in plain prose.

Pursuing our observations eastward, we find the Levant become less of a blank.

In the Black Sea, particularly, ARROWSMITH appears more at home than his predecessors: those waters have been growing more and more interesting to English politicians, merchants, and mariners, since the time of the famed dispute in a certain debating society,\* about Oczakow, *alias* Otshakoff, *alias* Ozoon, a few years ago. It is to be regretted that ARROWSMITH's present production had not then appeared to save some of our speechifying luminaries of state from making blunders not very creditable to their geographical studies, and that upon a point which was the pivot of European politics. Such, among the rest, is the use of a real good map. Meritorious as is the present essay, much remains to be done, to attain perfection, or at least that degree which we believe to be within ARROWSMITH's reach: and the means of success, in this as in most other pursuits, consists in considering nothing as done while any thing remains to do.

In the Turkish frontier province of Moldavia, Mr. A. has followed General Bauer's steps: but he relies rather too much on Russian authorities upon the coasts, and is too servile a copyist even of their names. We observe, for instance, that he calls the little island opposite the mouths of the Danube, "Adasi I. or Zmeevoï I." concerning which, without any pedantic affectation of Oriental learning, we will venture to set him right. Should these lines, therefore, meet his eye, we beg leave to inform him that the first is no proper name at all, inasmuch as *Adda* is merely the Turkish generic term for *island*. *Zmeevoï* is a Russian appellation, of which we do not presume to penetrate the meaning; and, as we have already hinted, we do not approve of transferring the right of nomenclature to those barbarians. This island, as well as we recollect, is the *Leuce* of ARRIAN, the *Neson Phaennan* (conspicuous island) of PINDAR, and its true designation in Turkish is *Illan-adda-si*, i. e. Snake, or Serpent's isle; the first word meaning the reptile in question, by which the place is much infested; the second, means as above, island; and the third is a possessive pronoun or particle in Turkish grammar. We hope to see this *misnomer* corrected in a future impression; for it is, in fact, of some consequence, because as Heligeland is the land-fall for the Elbe, so is this islet the key of the intricate approach to that mouth of the Danube alone navigable by vessels

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\* Happy society! where the orators think before they speak, deliver nothing rashly, but convey their thoughts to each other pregnant with meaning, and matured by reflection.

of burthen, almost invisible from the flatness of the shore, and where mistake may prove fatal.

Now that we are returned to the Bosphorian coasts, perhaps the reader may not be disinclined to accompany us a little farther in this excursion through countries connected with the earliest history of Greece, and with the most splendid periods of Rome: occasions to illustrate these interesting records, by reference to antient monuments, are few; which observation applies more particularly to the regions of the Black Sea.

All the medals of the Kings of Pontus, of the dynasty of the magnanimous antagonist of the Roman arms, have their name written MITHRADATES, and not *Mithridates*. It is therefore extraordinary that learned writers, with this fact before their eyes, continue the corrupted orthography, not only erroneous, but wholly inconsistent with the true oriental etymology of the word. Neither are medals the only documents which afford authority on this head, as the inscriptions on Greek marbles bear the same legend. It is an abuse, however, which began with the Romans themselves: the same people who wrote *Massilia* for MASSALIA, and *Massinissa*\* for MASSANASSA, and deduced *Agrirentum* from AKRAGAS, would of course write *Mithridates* for MITHRADATES.

With the exception of ALEXANDER's portrait (on the coins of Lysimachus) there is no countenance expressing so much interest as that of MITHRADATES—"Vir, neque silendus, neque dicendus, sine curâ, bello acerrimus, virtute eximius, aliquando fortunâ, semper animo maximus, conciliûs dur, miles manu, odio in Romanos Hannibal." With him the line of Bosphorian Kings begins in regular order; that is to say, it is freed from the uncertainty which belongs to the series of the first and second dynasty, in which the succession (whether of the Archæanactidæ, beginning U. C. 267, ending 309, or with the more immediate predecessors of the heroic Monarch from SPARTACUS to PÆRISADES) is not to be determined. MITHRADATES began his reign in Bosphorus, by the cession of PÆRISADES, U. C. 639, or 115 years before Christ. The Bosphorian Æra begins 457, or 297 before Christ, and ends in the time of Constantine the Great; so that the monarchy, now swallowed up into the Muscovite vortex, continued at least 800 years. We will take this opportunity of pointing out to our numismatic readers a criterion for distinguishing a Thracian from a Bosphorian medal. On the former the *Omega* and *Sigma* are invariably written in CAPITAL characters.

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\* That deviation from the original orthography is recorded in the most authentic form by means of the following inscription at Carthage, in Spain, descriptive of the genealogy of Juba, King of Numidia:—

REGI IVBAE RE...  
 IVBAE FILIO REGIS  
 IEMPSALIS N. REGIS GAUD..  
 PRONEPOTI REGIS MASSINISSAE  
 PRONEPOTIS NEPOTI  
 II. VIR QVINQ PATRONO  
 COLONI

On the latter the *Omega* is written small, and the *Sigma* represented by C. By due attention to this, some confusion may be avoided.

We have not been able to suppress entirely our regret that these interesting countries should have been absorbed into the territory of those who are to the full, as great destroyers as the Othmans, if not greater. Nothing can be more deceitful (as indeed England has found to its cost) than the glare which plays round the Court of Petersburg. Pompous plans of improvement have been industriously propagated in foreign countries, few or none of which are realized. They, like the armies which Russia sometimes affects to muster upon her frontiers, or like some of the hosts to be poured forth in support of the common cause against France; or like the numerous governments and garrisons, whose names decorate the void spaces on the maps of her desolate territories, exist—on paper. Let those politicians of the Russian school in this country, who made almost a cabinet counsellor of Count WORONZOW (of whom as an individual we do not mean to speak disrespectfully), and subjected English ministers abroad to the confidential control of their Russian confreres, let them visit the Tauric Chersonesus, and they will see that our application of the indignant language of TACITUS to the modern Scythians is not unwarrantable.

“ Ubi solitudinem faciunt pacem appellant ! ”

If the reader be not surfeited with “ the learned languages ” we would just beg him to attend to our justification for calling this peninsula *Chersonesus*, instead of *Cherronesus*, in opposition to the received text of almost every Greek and Latin author. Our authority is a line from the Hecuba of EURIPIDES, quoted by Professor Clarke in his Travels.

“ *Os ten aristen Kersonesian plaka.* ”—v. 8.

With the following note of the Editor (PORSON):—

“ Aldus et codices *Kerronesian*, sed alteram formam præuntibus Beckio et Brunckio reposui. ” Iterum, v. 33. “ *Ge tede Kersonesia.* ”

We must now take our leave of the inhospitable Euxine, for such is its real character, founded on the experience of ages, corroborated by modern testimony.

“ *Frigida me cohibent Euxini littora Ponti;*  
Dictus ab antiquis *Arenus* ille fuit. ”———OVID.

In the commendations we have bestowed on this publication we have gratified our love of the arts, and our desire of doing justice to the merits of a distinguished artist. If in the course of examination some errors or deficiencies have been detected, we have yielded solely to the principle that the more respectable the authority, the more pernicious is error. To conclude, ARROWSMITH'S last map of Europe is the best general one we know of in Europe; but still susceptible of improvement, as we have pointed out in some instances.

Sed hæ sunt nugæ.

PALINVRVS.



## PLATE CCCXX.

MR. EDITOR,

*Milton, August, 1810.*

NOT having seen an account of the retreating place of the Haytian President, Christophe, published, and as it appears to be but little known, I offer, for the amusement of your readers, the following brief account, together with three sketches of it. M. N.

Fort Ferrier is an extensive fortification, with upwards of one hundred and seventy pieces of cannon, of different caliber. The wall is built with the hard lime-stone of the country, and encircles the peak of Mount Melo, the highest in the vicinity of Cape François. This fortress, which exhibits an ingenious piece of military architecture, was originally planned, and the foundation laid, by Mons. Ferrier, an officer of the French engineers, about the year 1799: since which time it has been continued under the direction of Christophe. The mountain is very difficult to ascend, from the greatness of the acclivity, in the distance of a mile of uneven rocky ground, from the summit. Within the enclosure is a subterraneous space, of sufficient extent to contain six thousand men; and a repository of provisions for the support of that number, for eighteen months. This circumstance is attended by a precaution which evinces the sagacity of the Haytian monarch; that of having this supply regularly distributed, to prevent its decay, and replacing it with a fresh stock.

A precipice, terrible beyond description, presents itself at the base of one of the angles of the great surrounding wall; down which, all those who unfortunately displease the Sable Tyrant, are hurled. The knowledge of this instils a dread into the minds of his subjects, and renders them more assiduous in the execution of his commands.

Christophe intends this spot as a place of refuge for himself and adherents, should the French nation ever attempt, during his reign, to regain the island. He has been indefatigable in his exertions to render it impregnable, sparing neither expense nor trouble; and it appears that he has in a great measure succeeded towards the accomplishment of his wishes. He could not have fixed on a more advantageous situation for the securing of himself from any attack that might be made by his European enemies, as the mountain is really inaccessible to any but the natives, who are alone able to sustain the fatigues of such a journey. So despotic is this Haytian Prince, that he levies a contribution on all cattle belonging to his party. He also obliges the inhabitants, whenever it suits his pleasure, of whatever sex, age, or colour they may be, to carry stones and other materials for the erection or repairs of his fortress; and the least appearance of disapprobation, or distaste of his measures, is punishable by death.

The summit of the mountain has a singular appearance from Cape François, much resembling a crow's nest; and it is so termed by the resident Englishmen; that is amongst themselves only, for such a precaution

is necessary, from the suspicious temper of the president, who would, if it reached him, conclude that they meant to observe an affinity between himself and the crow—her nest and his retreat. The consequence of any sarcastic observations of such a nature, would be a leap from his mount.

Fort Ferrier is distant about fourteen miles from the Cape; it rises from a vale of the same name, and may be seen fifteen leagues off.

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*Addenda to the description of Plate CCCXVIII.\**

THE city and fortress of Santa Mavra are surrounded by the waters of the Ionian sea, and are situated between the island Lefcathia † [Levate] and *terra firma*; united to the latter by means of several islets which communicate with each other by bridges, by it's own proper bridge, and by a sumptuous stone aqueduct, nearly a mile long, supported on 360 arches. To the east there is a long tongue of land, which forms the port of Demata. The fortress is of an irregular hexagonal form, its principal fronts being flanked by strong bastionated towers. It stands about nineteen miles from Prévésà, and six from Demata.

This place has sustained divers sieges, in which it made a vigorous resistance, but has frequently changed masters. In 1479 it was taken by the Othmans from certain Greek princes who then possessed it. In 1502, the Turks were driven out by the Venetian army under the Captain-general Pesaro: but it was restored to the Othman emperor Baïazid (vulg. Bajazet) by the treaty which terminated that war. Santa Mavra then became a nest of piratical freebooters, who are said to have been the first that made use of armed galliots for cruising, and were the scourge of christian navigators in those seas, till they were obliged to yield to the Venetian general Morosini, by capitulation, on the 23d of July, 1684. It continued to depend on that power, till the Lion of St. Mark was supplanted by the Parisian Tree-of-Liberty, when Santa Mavra was included in the federative Republic of the seven Ionian isles, constituted at Constantinople, in 1800, under the triple guarantee of England, Russia, and Turkey. We are not precisely informed, whether the late conquest of it by the English arms has been followed by a revival of the Sept-insular government.

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*Naval Poetry.*

The heart's remote recesses to explore,  
And touch its springs, when Prose avail'd no more.

FALCONER.

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LORD NELSON'S MONUMENT.

THE following effusion, on hearing that Lord Nelson's monument at Glasgow, lately shattered by lightning, was about to be repaired, and a poetical inscription put upon it, is by the Rev. J. Grahame, author of "The Sabbath," &c.

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\* Page 154 of this Volume.

† See Virg. *Æn.* III. ad. us. Delph. Note on line 270.

Withhold, withhold the sacrilegious hand !  
 That lofty ruin still a ruin stand !  
 Nor let those lines, which Heaven's own fire hath trac'd,  
 By mortal numbers ever be effac'd.  
 What record so sublime of him who fell,  
 Where thousand thunders peal'd his parting knell,  
 As nature's sculpture, trench'd by fork'y leaven,  
 As characters engraved by bolts from heaven,  
 Inscrib'd by fate—Leave then th' unrivall'd plan—  
 The monument an emblem of the man ! \*

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NAPOLEON'S NAVY.†

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EMPRESS.—And why, if that be an English frigate, do not these five French ships go out and take her ?

NAPOLEON.—Impossible ! the wind's not fair.

*Imperial Dialogue at Boulogne.*

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“ Ne trepide meas, Teucri, defendere naves.”—VIRG. *En.* ix. 114.

—————“ Forbear  
 And know my ships are my peculiar care.”—DRYDEN.

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AND now appear'd the bridal Queen  
 Upon the sunny height,  
 And ope'd the wonders of the scene  
 Upon her dazzled sight,  
 Where wide and far as western star  
 The world of waters lay,  
 The sun's long rays, reflected blaze,  
 Bright o'er their surface play.  
 Wide and more wide light's fulgid glow  
 O'er wider waters roll'd,  
 While basking ocean slept below  
 One sheet of burnish'd gold.

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\* About a quarter past four, on the afternoon of Sunday, August 5, 1810, during a heavy storm of thunder, lightning, and rain, the lightning struck the top of Lord Nelson's monument, at Glasgow, and materially injured that elegant structure. On the north side, the column was torn open for more than 20 feet from the top, and several of the stones were thrown down. On the west side the effects of the destructive fluid are visible in more than one place ; and on the south side there is a rent in the column as far down as the head of the pedestal. A number of the stones hung in such a threatening posture, that a military guard was very properly placed around the monument, to keep at a distance the thoughtless or too daring spectators.

de page 70 of the present Volume.



A fairer beam than Ocean's gleam  
 Blue heaven had never shone—  
 It look'd so mild and yet so wild  
 As each had other won.

" Oh sight of wonders ! awful fair,  
 Th' astonish'd Empress cries,  
 While curious joy and holy fear  
 Light up her sparkling eyes.

EMPRESS.

" Oh, what a people must they be,  
 Those Lions of the Isle,  
 Who ride and rule that mighty sea,  
 From Plata to the Nile."

She spoke, and soon within her eye,  
 A trim and stately sail appear'd:  
 The breeze grew fresh, the ship drew nigh,  
 The gallant sight the lady cheer'd.

EMPRESS.

" 'Tis grand to see that proud ship glide  
 So stately down the subject tide ;  
 The sterner beauty of her prow,  
 Frowns on the vassal flood below ;  
 And as she speeds her dashing force,  
 Whitens the green sea in her course,  
 As if the waters foam'd with pride,  
 To kiss their native favourite's side.  
 Methinks there is a beauty there,  
 Where gaiety and grandeur share."  
 —Then instant on her dulcet tone,  
 Grated the Despot's iron groan :—

NAPOLEON.

" Down hated red-cross ! shalt thou fly,  
 To flout me with defiance high,  
 And flaunt within my France's sky ?  
 Down hated red-cross ! down !"  
 But higher in the beam of morn,  
 The bold flag on the fresh breeze borne,  
 Flickered as if it laugh'd to scorn,  
 The chafen'd tyrant's frown !

The Lady then, as wives are bound,  
 Essay'd to sooth her dread Lord's ire ;  
 But found, as other dames have found,  
 Her soft words fell like oil on fire.

## EMPRESS.

"How glad am I, these five ships' might,  
 Will render all resistance vain—  
 Tho' yon foe seems to woo the fight,  
 And care not if the five were ten.  
 Sail drooping with the dying breeze,  
 The silent ship nears more and more;  
 And breasts with an insulting ease,  
 The wave that washes France's shore.  
 Then out ye five! upon the foe,  
 And stoop that haughty red-cross low,"  
 The King then, with that livid sneer,  
 Which furies use, when furies jeer—

## NAPOLEON.

"Lady! thy counsel sagely keep,  
 For haply now a foul wind blows;  
 When ladies' lips are closed in sleep,  
 How ladies' tongues enjoy repose!"

## EMPRESS.

"Oh! foul for France, that wind I fear,  
 That wafts that gallant beauty near;  
 And fair for her the gales that blow,  
 Her flinty sons upon their foe."

Where'er that red-cross peering high,  
 Flaps cheerly in the morning breeze;  
 And challenge flings to Frenchman's eye,  
 To venture out upon the seas,  
 Then let that Frenchman mark him well,  
 Long as he sees that red-cross flare,  
 However blows the steady gale,  
*Fair winds are foul, and foul are fair.*

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## NAVAL HISTORY OF THE PRESENT YEAR, 1810.

(August—September.)

## RETROSPECTIVE AND MISCELLANEOUS.

**W**E have waited with anxiety, till the last moment of putting the present sheet to press, in the hope of being able to furnish our readers with some satisfactory information, respecting the long-talked-of arrangement for an exchange of prisoners between this country and France. Unfortunately, through the perverseness of the French government, our waiting has been of no avail; and all that we know, with certainty is, that

our agent, Mr. M'Kenzie, remains at Morlaix. A letter from that port, dated on the 19th of September, says—"The despatches now sent contain propositions from his Imperial Majesty for the exchange of prisoners, respecting which your government *can have no option: they must immediately accede to them.*"

The best, and, we believe, the only correct information, as to the terms of the negotiation on foot, is contained in the subjoined statement, copied from *The PILOT*, newspaper, the Editor of which evidently possesses some very excellent sources of intelligence:—

"The great impediment to the first overtures for an exchange was, a claim made by the French government to set off the Hanoverian army, which had capitulated on the occupation of his Majesty's German dominions by the French. His Majesty having refused to ratify that capitulation, the claim to arrange for these as for British prisoners seemed inadmissible. But it was alleged by the French government that these very men, or at least a great portion of them, were now bearing arms against France in the King's German legion; the allegation was found correct, and it became of course necessary to agree to give France the benefit of including them in the projected exchange. The claim of the French government on this head, being accordingly admitted, the exchange would, it was conceived, experience no further delay. But the French government wish to get back all the French prisoners in this country, and even allowing them the benefit of setting off the Hanoverians, a considerable surplus would remain in our prisons after exchanging all ours, including the *detenus*, man for man, and rank for rank. It was then proposed by the French government to set off the Spaniards and Portuguese captive patriots against this surplus; and, after considerable exceptions, this too was agreed to on our parts: but the French government, which makes fresh demands in proportion to our facility of concession, objected, that when we should have got all our own prisoners over, we may put a stop to the progress of the exchange, and insisting on our exception to receiving the Spaniards and Portuguese, keep the surplus of the French in our prisons. As an expedient to overcome this difficulty, it was proposed on the part of the French government, that we should admit the Portuguese and Spaniards to be exchanged first; and be content to take our own last. This proposition is not calculated to convey much confidence; but even this has been acceded to, and it only remains to be determined whether the French government, having all its demands granted, will yet break off absolutely, and prove to the world what has been already repeatedly asserted, that they are resolved not to agree to an exchange on any terms. The arrangement, on these last-mentioned principles, has been referred by the French Commissioner at Morlaix to his government."

Since the above statement appeared, some new points of dispute are supposed to have been started by the French government; and we have been assured that, only a short time ago, all the English on leave in Paris, had been ordered to quit that capital in four days, and retire to the several *dépôts* in the provinces allotted for their residence. This rigour was ascribed by some to an alarm created by General Sarrazin's escape to this



country; but the general and more probable opinion was, that it is to be attributed to the abusive books about Buonaparte's person, character, and private life, which have been occasionally published in this country by Englishmen returned from France. The same cause is supposed to operate in preventing an amicable close of the long-protracted negotiation; particularly as it is known, that publications, of the nature alluded to, were always severely visited upon the remaining *detenus*.

We have the satisfaction of announcing, that, on Monday the 24th of September, Captain Buchanan, of the royal navy, arrived at the Admiralty, with despatches from Rear-admiral Drury, brought in the *Sarah Christiana* packet, containing intelligence of the surrender of the Dutch settlement of Amboyna, on the 17th of February, to a detachment of an European regiment, and of artillery from Madras, supported by 300 seamen and marines from his Majesty's ships *Dover*, *Cornwallis*, and *Samarang*. This valuable capture was made with the loss of five men only killed, and nine men and one officer wounded. The following is the list of Dutch ships and vessels of war taken by the squadron under the command of Captain Tucker, of the *Dover*:—

|                      | <i>Guns.</i> | <i>Men.</i> |
|----------------------|--------------|-------------|
| Mandarine .....      | 16           | 66          |
| Runbarg .....        | 18           | 100         |
| Hope .....           | 10           | 68          |
| A cutter .....       | 12           | 220         |
| Marduuse .....       | 12           |             |
| Sanpon .....         | 10           |             |
| Margaretta Louisa .. | 8            |             |

In addition to 49 merchant vessels of different descriptions, being seven ships, five brigs, fifteen sloops, three junks, and nineteen prows, many of them richly laden. It is supposed that the captors will obtain from 3 to 400,000*l.* of prize-money.

Another very agreeable piece of intelligence is, that our expedition against the pirates in the Persian Gulf, under the orders of Captain Wainwright and Colonel Smith, has terminated with complete success. The particulars will appear in a subsequent part of the present volume.

Among our *Letters on Service*, will be found a short account of a very gallant action off Alderney, in which the *Queen Charlotte* hired armed cutter beat off a French vessel of much superior force. The detailed account, which, by the favour of our Correspondent in Jersey, we are enabled to submit to our readers, adds materially to the glory of the captain and company of the *Queen Charlotte*; but we have at the same time to regret, that it confirms the apprehensions of the loss of Mr. Mulgrave's eye by the wound which he received in the heat of the action; and notwithstanding which, he continued on deck as long as the action lasted; and though himself disabled from further fighting, materially contributed to the result of the action, by his brave example, and by supplying ammunition to the gallant fellows at the guns. Mr. Mulgrave is a gentleman much esteemed and respected in the islands of Guernsey and Jersey, and their dependencies, as well on account of his general character and conduct, as

more particularly on account of his ingenuity in the telegraphic department, which he has carried to a higher degree of perfection than it had ever before attained. His gallant conduct in the action, of which we annex a more particular account, cannot fail to enhance the esteem in which he is held:—

“ Jersey, September 1.—On Wednesday last, the 29th ult. (August) his Majesty’s hired cutter, *Queen Charlotte*, Mr. J. Thomas, commander, being three or four leagues in the N.E. of Alderney, proceeding with Mr. P. A. Mulgrave, employed in arranging the telegraphic communication from that island with the division of his Majesty’s ships that cruise off Cherbourg, perceived a large cutter, under English colours and pendant, standing from under the land towards her. The brave Captain Thomas, not altogether trusting to appearances, prepared to receive her with due precaution, and the stranger having soon come within hail, when in the act of shifting her colours, was received by the *Queen Charlotte* with a broadside, on which a close action began, the French vessel having then her own national colours and pendant flying. The breeze fell, and the action continued with great energy on each side, within pistol shot; the French hailing the crew of the *Queen Charlotte* in English, and in the grossest terms, calling on them to strike her colours and surrender; to which the gallant little crew replied with cheers and redoubled fire. Early after the commencement of the action, the mate of the *Queen Charlotte* was wounded, and the boatswain killed; but the gallant efforts of her veteran commander were well supported by Mr. Mulgrave, and Mr. F. Hellen, the pilot, whom Mr. Thomas, in the heat of the action, earnestly engaged to defend the colours till they sunk, should any accident happen him personally. Mr. Mulgrave, we are sorry to say, received a grievous wound in the head, which put out his left eye; but he did not quit the deck, and continued to supply ammunition to those near him able to use it. After one hour and a half most severe and unequal contest, the French cutter hauled off to the N.E. without the *Queen Charlotte* being able to follow, having her rigging and sails much shattered, one man killed, and 14 wounded, (all but one very severely) out of the 27 persons that were on board.

“ This action, with such disproportion of force, is another glorious testimony of the constant supremacy of our gallant countrymen at sea, when their brave energies are called into action.

“ The *Queen Charlotte* had eight four-pounders, and 25 men, with Mr. Mulgrave and the pilot made 27.

“ The French vessel (recognized to have been the *Swan*, formerly an English revenue cutter) is armed with sixteen twelve-pounders, and has generally from 80 to 100 men. The fire of our gallant little vessel among such a crowd as appeared on her decks, cannot fail to have had a very destructive effect.

“ Mr. J. Loria, the boatswain of the *Queen Charlotte*, who was killed in the action, was yesterday evening buried with military distinction, attended by a party of the garrison, and from the *Albicare* and *Sharpshooter*, at this anchorage.

"The wounded were landed at Alderney. One has already died, and another is given over."

A letter from Alderney, dated six days subsequent to the above, states, that the *Swan* cutter, since she was captured, has been lengthened, and is now upwards of 200 tons burthen. The *Queen Charlotte* imagined she was a King's cutter, having a regular man-of-war's foremast, and St. George's ensign flying, till within somewhat less than pistol shot, when she hoisted French colours, which were saluted by a broadside and discharge of musketry from the *Queen Charlotte*, which the Frenchman evidently had mistaken for a merchant vessel, as at this uncourteous reception he sheered off, to prepare his great guns, which he soon brought to bear, and a warm action ensued, when he was so incessantly plied with round and grape from the *Queen Charlotte's* after-starboard guns, that he thought proper to bear away, followed by the exulting shouts of the remnant of the *Charlotte's* little crew. The enemy had placed several fellows about his rigging, armed with rifles, who proved more destructive than all his other fire; it was from one of those that Mr. Mulgrave received his wound, whilst in the act of firing his musket over the quarter with rather too deliberate aim; the shot passed through his hat, carrying away the outer angle of the socket of the eye, and passing through the centre of the upper eye-lid, slightly grazed his nose; the sight of course is lost, but hopes are entertained of saving his right eye, and he is otherwise nearly out of danger, as well as the rest of the wounded. Mr. Mulgrave being charged with despatches, refused to leave the deck till the affair terminated. Every attention, that kindness and humanity could urge, was paid to the sufferers by all classes of the inhabitants, especially by Colonel Bradford, commanding the forces, Dr. Gilchrist, surgeon of the 11th regiment of foot, Lieutenant Martin, commanding the artillery, Mr. Le Bas, the agent of Governor Le Mesurier (who is in London), Mr. Seran, and Captains Betts and Andrews, of the Revenue, who volunteered to bring the wounded on shore. The following is a statement of the comparative force of the two vessels at the beginning of the action:—*Queen Charlotte*, 76 tons, 8 long 4-pounders, and 27 men: French cutter, upwards of 200 tons, 16 guns—4 or 9-pounders, and at least 100 men.

Henry Knowles, returned badly wounded, in the *Gazette*, has since died of his wounds.

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The subjoined letter from Plymouth, dated September 12, contains the interesting, but distressing particulars of a most gallant exploit lately performed by the boats of his Majesty's ship *Dreadnought*:—

"Yesterday morning arrived his Majesty's ship *Dreadnought*, of 98 guns, Rear-admiral Sotheby, Captain Collard, from Basque Roads, with a Spanish ship called the *Maria Antonio*, Captain Aspilga, from Teneriffe, with a cargo of barilla bound to London; she was captured on the 30th ult. by a French privateer, and was cut out by the boats of the *Dreadnought* on



the 9th instant. The following we understand to be the most correct particulars of this gallant exploit :—On the 7th inst. the Dreadnought fell in with the Snapper schooner, and was informed by her that a ship was amongst the rocks on the west side of Ushant : on the morning of the 8th, she made sail to the eastward, and about six in the afternoon of the same day, on coming round Ushant, this Spanish vessel was discovered in a small creek near that place, surrounded by rocks, but did not appear to be so well defended as to prevent her being taken possession of, and it was determined on, that she should be brought from thence on the following morning at day-break : she stood on without shewing the least appearance of making an attack, until night, when she again bore up, and at five o'clock A.M. on Sunday, the boats (seven in number) were manned and armed, and sent off under the command of Lieutenant Pettman, who proceeded to the attack, and on their approach were constantly galled by a heavy fire of small arms, from a number of troops concealed amongst the rocks, and two 4-pounder field-pieces from the shore, which did considerable damage to the boats: notwithstanding this raking fire, and the loss of their brave companions, nothing could restrain the ardour displayed by the British seamen, who, on nearing the vessel, perceived the French soldiers leaving her in the greatest consternation and confusion, some of whom were drowned in attempting to swim for the shore, although she was within half-pistol-shot from the beach. During the time they were bringing her out, they were opposed to the destructive fire of 600 troops; and we are sorry to state, were not able to return it effectually, as the French soldiers were situated on a tremendous precipice, and secure from any attack that could be made on them by so small but brave a party. The launch's carronades did the most execution, and galled the enemy much with grape-shot. The loss on our part is very considerable, and, which is the most painful part of our duty to relate, consists of 1 master's-mate, 1 midshipman, 2 seamen, and 2 marines killed; 2 lieutenants, 2 midshipmen, 18 seamen, and 9 marines, wounded; 5 seamen, and 1 marine, missing; two boats, also, with three men, (the admiral's barge and the pinnace) drifted ashore during the heat of the action, and were taken possession of by the enemy, in consequence of their paynters being shot through, and the launch, in endeavouring to bring them off, had a number of men wounded, and was prevented from accomplishing it in consequence of the enemy having drawn them up high on the beach. The privateer that captured this vessel was discovered in a small creek about a mile from her prize, but did not make any attempt to render her assistance, and, in consequence of the severe loss on our part, it was not deemed proper to attack her; this vessel was the fifth capture she had made, all of which have been retaken. Mr. Middleton, master's-mate, and Mr. Robinson, midshipman, very gallant and promising young men, we understand were killed while passing the bow of the prize, and in the act of cheering with the boat's crew.

“The following are the names of the killed, wounded, and missing in the above affair :—

“*Killed*.—Mr. H. B. Middleton, master's mate; Mr. Wm. Robinson,

midshipman; J. Shore, G. Lacey, seamen; Corporal Jackson, T. Stone, marines.

“*Wounded*.—H. Elton, S. Blacker, lieutenants; Mr. Burt, Mr. Dennis, midshipmen; A. Dillon, J. Northcote, J. Douch, A. Ewling (since dead), C. Lace, N. Leaney, A. Murray, M. Martin, A. Morrel, D. M’Kinley, J. Collins, J. Hinds (admiral’s coxswain), M. Kelley, W. Edwards, C. Dempsey, J. Hamilton, J. Bolter, J. Mars, J. Cogan, seamen; W. Burton, F. M’Kenner, J. Constable, P. Palmer, N. Purfield, J. Mason (since dead), Corporal Oldacre, marines.

“*Missing*.—W. Castles, J. Furling, H. Day, W. Parker, J. Roddy, seamen; S. Chissold, marine.”

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The fortress of Almeida surrendered to the enemy on the 27th of August; but that circumstance appears to have had very little effect on the relative positions of the hostile armies on the Portuguese frontier.

In Spain, the aspect of affairs is extremely favourable to the patriots. On the 23d of August, as will be seen by our *Letters on Service*, an expedition sailed from Cadiz, under the command of Commodore Cockburn, and General Lascy, which was very successful in its result. A landing was effected near the town of Moguer, from which the French were expelled with considerable loss. Some prisoners were taken; and it is said, that an immense booty fell into the hands of the allies.

General Murat, Buonaparte’s King of Naples, has suffered so much from the numerous conflicts of his flotilla with the British naval force off Sicily, as to be obliged to postpone, *sine die*, his long-threatened attempt to invade that island.

Contrary to expectation, the French General Bernadotte has been elected successor to the throne of Sweden! *So perfect was the harmony*, says the Gallicised Stockholm Gazette, which prevailed on this occasion, *that not more than half an hour was occupied in the deliberations!* That this election has been carried by dint of Corsican intrigue, there cannot be a shadow of doubt. In the first instance, Buonaparte is understood to have favoured the pretensions of the King of Denmark; but, suspecting, or having ascertained, that there was an understanding upon the subject, between his Danish Majesty and the Emperor of Russia, he suddenly withdrew his patronage, and thrust forward his minion, Bernadotte, as a fit person to fill the throne of the deposed and expatriated Gustavus.—Bernadotte’s election took place on the 21st of August. The reigning King of Sweden, it is said, is about to retire, in consequence of indisposition; the reins of government, it is probable, will, therefore, be immediately placed in the hands of Bernadotte.

Buonaparte has taken possession of all the Prussian ports on the shores of the Baltic, and has seized all the British and colonial produce which they contained. He is also said to have demanded permission for 25,000 French troops to pass through Holstein to Zealand, which has been peremptorily refused. The King of Denmark, however, has laid a strict embargo upon the shipping in all his ports, and has adopted a variety of

measures restrictive upon commerce. It is conjectured, by some, that the progress of Buonaparte in the North will arouse the Emperor Alexander to a sense of his danger ; but on this point we are not sanguine.

The Boulogne flotilla is again in a state of complete activity ; and Buonaparte, we find, has appointed a new council of marine, for the purpose of assisting the minister at the head of that department.

There seems to be quite a spell cast on our trans-atlantic negotiations. No sooner is one stumbling block removed but another starts up. We consider the following occurrence as connected with that sort of fatality we have alluded to :—

The American papers mention a sort of rencounter between the British brig Moselle, Captain Boyce, and the American brig Vixen, Captain Trippe, which took place near the Bahamas. The only details we have of it are given by an American on board the Vixen. The affair took place on the 24th of June. We are told, “ that the Moselle, a 20-gun brig, was lying at anchor under the Stirrup Key, near the Bahama Islands. The Vixen, carrying 14 guns, approached her under full sail, with her pendant and ensign hoisted. The commander of the Moselle hoisted French colours, and sent a boat on board the Vixen, requesting Captain Trippe to come on board the British vessel. This was refused, and the captain of the Moselle fired a shot at the American ; several musket-balls were, it is said, also fired from the boat into that vessel. The American prepared for action, but first thought proper to send his boat, with an officer to demand an explanation. Captain Boyce returned for answer, that he was extremely sorry for having fired, and that the only reasons for his having done so, were, that he could not distinguish the American colours ; and that having been informed two French privateers were fitting out in the American States, he supposed the Vixen might be one of them. This explanation was deemed sufficient by the American captain, who immediately made sail in a different direction. One man, on board the American brig, was slightly wounded in the mouth by a splinter.”—The writer of the letter asserts his conviction, that Captain Boyce, when he fired, knew the Vixen was an American vessel, and that he only wanted to provoke an action ; we must suspend our opinion on the subject, however, till we hear the account given by Captain Boyce.

The conduct of the American commander has been deemed perfectly satisfactory by the government of the United States ; but the republican party talk of *demanding satisfaction* from England, for this *new insult* offered to the American flag.

General Armstrong has left Paris, for America ; and, though some of Buonaparte's late commercial regulations seem to favour the Americans, it is thought by many, that a declaration of hostilities will shortly take place between France and the United States.

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We understand that the endeavours which continue to be zealously pursued for ensuring to the officers and seamen in the navy a just and early distribution of prize-money at home, and to be remitted, when necessary,



abroad, which have received the most prompt and effectual aid of the Court of Admiralty, as well as of the Board of Admiralty and Directors of Greenwich Hospital, and of the officers who have any concern therein, are not extended to the pay of ships on foreign stations. That appears to be quite a separate consideration, doubtful, perhaps, as to its propriety, and could only be provided for by an act of the Legislature.

## Letters on Service,

*Copied verbatim from the LONDON GAZETTE.*

ADMIRALTY-OFFICE, AUG. 4, 1810.

*Copy of a Letter from Admiral Sir Charles Cotton, Bart. to John Wilson Croker, Esq. dated on board his Majesty's Ship San Josef, off Toulon, June 16, 1810.*

SIR,

I ENCLOSE, for the information of the Lords Commissioners of the Admiralty, the copy of a letter addressed to Sir Samuel Hood, from Captain Maxwell, giving an account of an attack made on the batteries at the entrance of Agaye, and the capture of five French vessels, by the boats of the *Alceste*, on the 22d ultimo.

I have the honour to be, &c.

C. COTTON.

*His Majesty's Ship Alceste, off Frejus Bay,  
May 26, 1810.*

SIR,

I beg leave to inform you, that having chased several of the enemy's vessels into the Bay of Agaye, which is protected by two batteries, one on each side the entrance, I determined, after a good reconnoitre, to attempt carrying them by storm, as their height gave them too great an advantage over the ship.

On the night of the 22d two strong parties were landed; and the one on the right of the bay, having to march through a very thick wood, to get in the rear of the fort, were attacked in the midst of it by one of the enemy's piquets, when the marines, under the command of Lieutenants Loyd and Hawkey, opened a fire that very soon dislodged them, but, unfortunately, the guide taking advantage of the firing, went off and left the party, which compelled Mr. Wilson, the senior lieutenant, to relinquish the enterprise, and to re-embark the people, which, I am happy to say, he effected without the smallest loss.

The party on the left, under the command of Mr. Henry Bell, the master, were so fortunate as to get close in the rear of their battery undiscovered, which they attacked and carried in the most spirited manner, spiked the guns, two twenty-fours, broke their carriages, destroyed the magazines, and threw the shot into the sea; but as the other side had failed, were obliged to come off without any of the vessels, which we continued to watch, and finding they would not move whilst we kept close in, I last night sent the large and yawl under Mr. Bell, accompanied by Mr. Day, master's mate, and Mr. Adair, midshipman, to lie in a little cove we had discovered near the harbour's mouth, whilst the ship stood some distance in the offing.

The Frenchmen, though so noted for cunning, swallowed the bait, and came out this morning quite boldly. You may conceive, Sir, their astonishment, when our two boats, armed with a twelve-pound carronade, and four-pound field-piece, made their unexpected appearance amongst them; they captured four feluccas, two of which were armed, one with six and the other four guns, besides small arms; drove two upon the rocks, and the rest back into the harbour, though completely exposed to the fire of the batteries, a great number of soldiers on the beach, and two armed vessels besides those taken, that were in the convoy. Mr. Bell speaks in the highest commendation of every one with him; and states, that after he and Mr. Day had boarded and carried the vessels, Mr. Adair, with only two or three men in the barge, made such excellent use of the carronade, that their retreat was covered, and the prizes brought out without a man being hurt on our side, which made their success doubly gratifying.

I have the honour to be, &c.

MURRAY MAXWELL.

*An Account of French Merchant Vessels captured in the Bay of Agaye by his Majesty's Ship Alceste, Murray Maxwell, Esq. Captain, May 26, 1810.*

Santa Maria, of 6 guns, 20 men, and 90 tons, from Marseilles, bound to Naples; laden with wax, wire, leather, &c.

Santa Maria, of 4 guns, 20 men, and 100 tons, from Marseilles, bound to Naples; laden with wax, wire, leather, &c.

Porto Salno, of 4 guns, 20 men, and 100 tons, from Marseilles, bound to Naples; laden with wax, wire, leather, &c.

Notre Dame, of 12 men and 80 tons, from Marseilles, bound to Leghorn; laden with wine.

San Josef, of 12 men and 50 tons, from Marseilles, bound to Genoa; laden with hats, casks, and leather.

M. MAXWELL, Captain.

*Copy of a Letter from Captain Ayscough, of his Majesty's Ship the Success, addressed to Captain Wrenson, of the Spartan, and transmitted by Admiral Sir Charles Cotton, Bart. to John Wilson Croker, Esq.*

SIR,

I beg leave to acquaint you, that on the 4th instant, while running along the coast of Calabria at 1 P.M. and abreast of Castiglione, I observed three vessels on the beach, and men loading them. I thought it an object worth while to attempt their destruction, as they appeared to me capable of carrying one hundred and fifty men each; I immediately despatched the boats of this ship, (with volunteers) under the command of Mr. George Rose Sartorius, the third lieutenant, accompanied by the boats of the *Espoir*, under the command of Lieutenant Robert Oliver, the *Success* and *Espoir* covering their landing.

I am sorry to say, that when about musket-shot from the shore, three boats swamped, having struck on a sunken reef, by which misfortune two seamen belonging to the *Espoir* were drowned: all their ammunition being wet, the officers and men swam to the beach with cutlasses in their mouths, when the enemy fired upon them from two long six-pounders, and four wall-pieces; they being secreted behind the rocks, were not perceived until the boats grounded.

The enemy's fire served only to increase the zeal of the party, and their perseverance so intimidated the enemy that they deserted their guns, and retreated to the houses which were near, keeping up a heavy fire of mus-

ketry from the windows; but being also dislodged from them, they fled to the mountains.

The guns were spiked, carriages destroyed, two vessels set on fire, their cargoes (which consisted of oil) stove, when they with difficulty launched the boats that were swamped, and returned on board.

Lieutenant Sartorius speaks in the highest terms of all the petty officers, seamen and royal marines under his orders, particularly of the conduct of Lieutenant Oliver, Mr. George Lewis Coates, master's mate of the *Espoir*, and Mr. Richard Peace, master's mate of this ship. With concern I enclose you a list of the killed and drowned.

I have the honour to be, &c.

JOHN AYSCOUGH,

*To Jahleel Brenton, Esq. Captain of his Majesty's Ship Spartan, and senior Officer of a Squadron on the Coast of Calabria.*

*A Return of Vessels destroyed by the Boats of his Majesty's Ship Success and Espoir, between the 4th and 20th April, 1810.*

Two settees, names unknown, 100 tons each; destroyed by fire off Castiglione Beach; cargo, oil.

Santa Rosa sloop, 60 tons; scuttled off Ischia; cargo, grass rope.

A sloop unknown, 60 tons; scuttled off Ischia; cargo, herrings.

J. AYSCOUGH, Captain.

*A Return of the Killed and Drowned in the Boats of his Majesty's Ships Success and Espoir, in Action with the enemy, and setting fire to two of their Vessels near Castiglione, on the Coast of Calabria, on the 4th April, 1810.*

Success.—William Newby, private marine, killed.

Espoir.—Philip Metz, private marine, killed; James Darley, landman, drowned; James Winkeworth, gunner's-mate, ditto.

J. AYSCOUGH, Captain of his Majesty's ship Success.

Admiral Sir Charles Cotton has transmitted to John Wilson Croker, Esq. reports of the following captures made by ships under his command, viz.

Revanche French schooner privateer, of 3 guns and 53 men; taken on the 10th of March, by the *Eclair* sloop.

La Fortune French letter of marque, of 10 guns and 53 men; taken on the 30th March, by the *Pomone*.

Le General Ottavy French brig privateer, of 12 guns and 50 men; taken on the 19th April, by the *Swallow*.

La Stella di Napoleon Neapolitan privateer, of 2 guns and 40 men; taken on the 8th May, by the *Seahorse*.

Du Guay Trouin French schooner privateer, of 5 guns and 116 men; taken on the 19th May, by the *Unité*.

La Minerve French corvette, pierced for 18 guns, but only 2 mounted; taken on the 17th May, by the *Bustard*.

Jupiter xebec of Genoa, of 8 guns and 68 men; taken on the 11th May, by the boats of the *Pomone*.

AUGUST 7, 1810.

Vice-admiral Sir James Saumarez has transmitted to John Wilson Croker, Esq. a letter from Captain Poyntz, of his Majesty's ship the *Edgar*,



giving an account of the capture, on the 7th of last month, off Granna, of three Danish gun-boats, mounting each one long gun and four brass howitzers, with twenty-eight men. They were boarded and brought out from under a fire of guns and musketry from the shore, by the boats of the *Edgar* and *Dictator*, under the directions of Lieutenant Hewes of the former ship. The English had one man killed, and three wounded: the enemy six killed, and two lieutenants and fourteen men wounded.

## AUGUST 11, 1810.

Vice-admiral Campbell has transmitted to John Wilson Croker, Esq. a letter from Lieutenant Warrant, commanding his Majesty's gun-brig *Bloodhound*, giving an account of her having, on the 6th instant, captured off the North Foreland, the *Becassine* French privateer, of two guns and twenty-six men; out one day from Calais without having made any capture.

## AUGUST 14.

Admiral Sir Charles Cotton has transmitted to John Wilson Croker, Esq. a letter he had received from Captain Maxwell, of his Majesty's ship *Alceste*, giving an account of the capture of two vessels in the Bay of Martino, in the island of Corsica, on the 21st of June, by the boats of the above ship and *Topaze*, under the directions of Lieutenants Andrew Wilson of the former, and Charles Hammond of the latter; a three-gun battery which protected the entrance of the bay was carried by a detachment of seamen and marines, and the guns rendered unserviceable. The enemy had several men killed and wounded; on the side of the English one man was killed and two wounded.

Admiral Sir Charles Cotton has transmitted to John Wilson Croker, Esq. a letter from Captain Wormeley, of his Majesty's sloop *Minorca*, giving an account of his having, on the 4th of June, captured the *Sans Peur*, French felucca privateer, of one long gun and two swivels, with thirty-nine men; out thirty-five days from Genoa, without having taken any prize.

And also a letter from Captain Pringle, of the *Sparrowhawk*, stating the capture, on the 19th of June, of the *l'Intrepide* privateer, of Marseilles, of six guns and forty-seven men.

## AUGUST 25.

*Extract of a Letter from Vice-admiral Sir James Saumarez, Bart. and K.B. to John Wilson Croker, Esq. dated on board his Majesty's Ship Victory, in Hano Bay, the 1st instant.*

Lieutenant Templar, commanding the *Earnest* gun-brig, has captured a Danish cutter privateer, of two guns and 13 men, in the *Cattegat*, on the 28th ultimo: and the boats of the *Censor*, Lieutenant Lucas, cut out a French privateer sloop from the harbour of Stralsund, on the 25th; she is pierced for four guns, with a crew of forty men, three of whom only were on board.

The *Marital* gun-brig has captured a row-boat privateer belonging to *Barnholm*, with twelve men; and the *Swan* cutter has this morning brought in another row-boat of the same description, with eleven men, one of whom was killed, another wounded, in attempting to make their escape, and also recaptured a galliot which she had taken.

AUGUST 28, 1810.

Vice-admiral Sir Edmund Nagle, Commander-in-chief of his Majesty's ships and vessels at Leith, has transmitted to John Wilson Croker, Esq. a letter from Lieutenant John Nugent, commanding the *Strenuous* gun-brig, dated at sea, the 10th inst. of which the following is an extract:

I take leave to acquaint you, that at ten A. M. this day, the *Naze* bearing east eight or nine leagues, a convoy of the enemy's coasters, (ten in number) consisting of schooners and sloops, were discovered steering to the eastward between Fogstein and Hiteroe, under protection of a three-masted schooner and another armed vessel; not an instant was lost in using every possible exertion to cut them off, particularly the three-masted schooner, when unfortunately falling light winds, by the assistance of her sweeps, she escaped into Hiteroe; but we succeeded in turning the whole of the convoy, driving them on the rocks, and with the boats brought off two, notwithstanding their being protected by the troops on shore, whose discharge of musketry were unavailing; and I enclose a list of vessels captured and driven on shore.

Three Brothers sloop, of 50 tons, laden with fish, tallow, tobacco, &c.

Two Brothers sloop, of 60 tons, laden with ditto.

Three schooners and four sloops, (names unknown) same cargoes; driven on the rocks.

SEPTEMBER 1, 1810.

Vice-admiral Sir James Saumarez, Bart. and K.B. has transmitted to John Wilson Croker, Esq. a letter he had received from Captain Robinson, of his Majesty's sloop *Prometheus*, giving an account of his having chased on shore and destroyed near Pillau, on the 2d of last month, the French schooner privateer *Messilina*, carrying six guns and 38 men; she had sailed from Dantzic the preceding day, had taken nothing, and was going to Pillau, with an intention of clearing the bay.

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### CONVOY.

The following is a letter from Lieutenant Bankes, commanding his Majesty's gun-brig *Forward*, addressed to Rear-admiral Sir Edmund Nagle, by him transmitted to the Admiralty, and from thence to Lloyd's, for the information of the parties concerned:—

*His Majesty's Gun-brig Forward,  
Leith, July 27.*

SIR,

I beg leave to acquaint you, that on the 19th instant, standing to the westward with a convoy of 42 vessels (11 of which had only been furnished with instructions), the *Naze* of Norway bearing N.N.E. eight or nine leagues. At two A.M. I discovered seven vessels standing E.S.E. which I at first supposed to be a convoy; but at two 30. perceiving that five of them were brigs of war, I accordingly made No. 275 to them, but finding they could not answer the signal, I concluded they were Danes, and immediately made the signal to the convoy for an enemy being in sight, and to haul to the wind on the larboard tack, and stand to the eastward, upon which the brigs hoisted their colours, tacked, and made

all sail in chase of us, firing guns among the convoy, all of which immediately brought to, without making the least exertion to escape.—At 3. 40. conceiving that the very superior force of the enemy rendered it impossible for me to afford the smallest protection to the convoy, and being at the same time closely pressed by three of the brigs, which I conceived from their manœuvres were fully determined to close with us, and finding their shot reach us, I cut away one of my anchors, and blew away my stern boat, in using the stern chases; and after an hour and a half, the leading brig wearing a broad pendant, luffed to, giving us their broadside, which was followed by the other two, after which they stood into the convoy. As I still conceived it possible to recover many of the convoy with some assistance, and as two convoys were in sight from the mast head, one of which was standing to the westward, under the Solebay, with which I had parted company the preceding evening, and the other standing to the eastward, which I afterwards found to be under the Hebe, as I stood towards them, shewing No. 457, and firing guns. At nine, I spoke the Hebe, who directed me to accompany his convoy, and put myself under his orders. I have the honour to be, &c.

To Sir Edmund Nagle, Knt.

HENRY BANKES.

### TOULON FLEET.

AN extract of a letter from an officer on board one of his Majesty's ships cruising off Toulon, dated 9th July, says—"Six or seven sail of the enemy's line come out every day, but as soon as our in-shore squadron give them chase they immediately run in again. Seven sail were out to-day; our signal was made for a general chase, and had the wind continued foul for their return, for an hour and a half, we should have been able to bring them to action. I subjoin a list of the French fleet in Toulon:—

| <i>Ships Names.</i>     | <i>Guns.</i> | <i>Men.</i> | <i>Commanders.</i>      |
|-------------------------|--------------|-------------|-------------------------|
| Austerlitz .....        | 120          | .. 1200     | Vice-admiral Allemande. |
| Majestoux .....         | 129          | .. 1200     | Rear-admiral Bowden.    |
| Commerce de Paris ..... | 120          | .. 1200     | Rear-admiral Coromonde. |
| Hanibal .....           | 74           | .. 700      | Captain Marti.          |
| Genois .....            | 74           | .. 700      | —— Montabert.           |
| Brutus .....            | 74           | .. 700      | —— Allemande.           |
| Danube .....            | 74           | .. 700      | —— Louville.            |
| Suffrein .....          | 74           | .. 700      | —— Henrie.              |
| Boreas .....            | 74           | .. 700      | —— Linos.               |
| Magnanime .....         | 74           | .. 700      | —— Joaquim.             |
| Ulm .....               | 74           | .. 700      | —— Donelds.             |
| Ajax .....              | 74           | .. 700      | —— Petit.               |
| Penelope .....          | 44           | .. ———      | Dunborden.              |
| Pomone .....            | 44           | .. ———      | Rosamus.                |
| Pauline .....           | 44           | .. ———      | Montfort.               |
| Amelia .....            | 44           | .. ———      | Naguard.                |
| Incomparable .....      | 44           | .. ———      | Martin.                 |
| Adeira .....            | 44           | .. ———      | unknown.                |



| <i>Ships Names.</i>         | <i>Guns.</i> | <i>Men.</i> | <i>Commanders.</i>      |
|-----------------------------|--------------|-------------|-------------------------|
| Proserpine .....            | 36           | ..          | ————— formerly English. |
| Hornet .....                | 36           | ..          | ————— unknown.          |
| Victorieuse .....           | 20           | ..          | ————— unknown.          |
| A large store ship of ..... | 30           | ..          | ————— name unknown.     |

“ Besides the above, there are in the inner harbour the following :—

| <i>Ships Names.</i> | <i>Guns.</i> | <i>Men.</i>           |
|---------------------|--------------|-----------------------|
| The Donavert .....  | 80           | .. 800                |
| Wagram .....        | 120          | .. ——— just launched. |
| Sceptre .....       | 80           |                       |
| Lion .....          | 74           |                       |

Muscovite, Russian corvette, and several smaller vessels.

“ Admiral Gantheaume, who was Commander-in-chief, is gone to Paris.”

### Naval Courts Martial.

ON the 22d of August, a court martial was held on board the *Salvador del Mundo*, for the trial of Mr. John Trigg, boatswain of the *President*, for having been intoxicated, and, carelessly, thrown a lighted candle on some spirits, which caught fire, and endangered the ship, in consequence of which a serjeant of marines was much burnt. The charge being in part proved, the prisoner was sentenced to be reprimanded, and he was reprimanded accordingly. It appeared in evidence that the prisoner himself was very active in putting out the fire.

On the 25th of August, John Mines, boatswain of the *Sarpedon*, was tried by a court martial, for staying on shore beyond his time, and ill-treating a marine that was sent for him. He was sentenced to be dismissed his office, and to serve as the commander-in-chief shall direct. Admiral Sawyer, President.

### OFFICE OF MARINE BOARD, APRIL 12, 1809.

A COURT of Inquiry having been appointed by the Marine Board, to investigate the conduct of Mr. William Jenkins, boatswain in the *Pilot Service* :—

“ For the loss of the ship *Farquhar*, a little below *Culpee*, on the 14th of November last, while that vessel was under his charge as pilot ; and the Court having found Mr. Jenkins guilty of the charge and of a breach of a standing order, which ‘ prohibits pilots from keeping ships or vessels in their charge under way after sunset,’

“ The Right Honourable the Governor-general in Council has thought proper to direct, that Mr. Jenkins be dismissed from the *Pilot Service* of the Honourable Company, and he is hereby dismissed accordingly.

“ Published by order of the Marine Board,

“ ROBT. SCOTT, Assistant Secretary.”

## Promotions and Appointments.

ADMIRALTY-OFFICE, JULY 31, 1810.

THE King has been pleased to appoint Benjamin Hallowell, Esq. George Johnstone Hope, Esq. the Right Honourable Lord Amelius Beauclerk, and James Nicoll Morris, Esq. to be colonels in his Majesty's Royal Marine Forces, in the room of William Hargood, Esq. Robert Moorsom, Esq. Sir Charles Hamilton, Bart. and the Hon. Henry Curzon, appointed flag-officers of his Majesty's fleet.

ADMIRALTY-OFFICE, SEPTEMBER 22.

The King having signified to my Lords Commissioners of the Admiralty his royal pleasure, that those post captains of his Majesty's navy, who, being Commissioners of the Navy, Victualling, or Transport Service, may have been passed over at any flag-promotion, by officers junior to themselves being promoted to the rank of rear-admirals, shall be allowed to wear the undress uniform of a rear-admiral of his Majesty's fleet, with the deviations under-mentioned, viz.

The epaulettes to be without the star of those worn by rear-admirals, and in all respects similar to those worn by post captains.

The buttons to contain the arms of the Navy Office (three anchors), or of the Victualling Office (two anchors, crossed Saltier-wise), or of the Transport Office (one anchor and one cannon crossed Saltier-wise), as the case may be, respectively, surrounded with laurel.

And also that those post captains who may be Commissioners of the Navy, Victualling, or Transport Service, but from their seniority have not been passed over, shall continue to wear the uniform of their rank without any deviation whatever.

Their Lordships hereby give notice thereof, in order that the captains above-mentioned may conform thereto.

J. BARROW.

## Admirals and Captains appointed.

Rear-admiral Sutton is appointed commander-in-chief at Halifax, *vice* the Hon. Sir J. B. Warren.

Rear-admiral Freemantle has hoisted his flag to proceed to the Mediterranean.

Rear-admiral the Hon. Robert Stopford is appointed commander-in-chief at the Cape of Good Hope, *vice* Admiral Bertie.

R. J. L. O'Connor, Esq. is promoted to the rank of post captain.

Captain Carter, Post-captain, royal navy, has been appointed regulating captain at Cork, in the room of Captain Chilcott, whose time has expired.

Captain W. Losack is appointed to the *Galatea*; Captain George Douglas to the *Brune*; Captain Edward Brenton succeeds his gallant brother in the *Spartan* (the latter being obliged to come on shore on account of the severe wounds received in his glorious action with the navy of the French King of Naples); Captain Bruce to the *St. Albans*; Captain J. Symes to the *Portia*; Captain George John Honey to the *Temeraire*; Captain Thomas Forrest to the *Dragon*; Captain Francis A. Collier to the *Cyane*; Captain David Lord Balgonie to the *Romulus*; Captain J. C. Woolcombe to the *Aimable*; Captain Newcombe, *acting*, to the *Monarch*; Captain Brown to the *Vengeur*; Captain Collier to the *Cyane*; Captain Groves (late flag-lieutenant to Admiral Young) *acting*, to the *Sabine*, *vice* Bott, indisposed; Captain James Johnstone to the *Scipion*, the flag-ship of

Admiral Stopford; Lord George Stuart to the *Horatio*; Captain C. Dixon to the *Speedy*; Captain J. D'Auvergne to the *Autumn*.

James Kennedy, Esq. late agent victualler at Lisbon, is appointed Secretary to Admiral Lord Gardner, on the Yarmouth station; and Ed. Soutér, Esq. to be Secretary to Admiral Freemantle.

#### Lieutenants, &c. appointed.

Lieutenant Francis Noble to the *Scipion*; Roger Robinett to the *Audacious*; George Gosling to the *Temeraire*; Thomas Evans (2) to the *Goldfinch*; Robert Carter to the *Experiment*; William Hutchinson (2) to the *Temeraire*; Henry Ellis to the *Armada*; Simon Hopkinson to the *Vengeur*; George William Barrette to the *Dragon*; C. Jones to the *Rebuff*; H. B. Powell to the *Badger*; James Croke to the *Bellona*; James Clephane to the *Dragon*; ——— Hire to the *Braave*, as commander of the prison-ships in Hamoaze; James R. White to ditto; William Swiney to the *Puissant*; George Craister to the *Sheldrake*; Patrick Finucane to the *Sabine*; Anthony Watson to the *Egeria*; Henry F. Jauncey to the *Cracker*, gun-brig; William Lambert to the *Mutine*; Samuel Stout to the *Cretan*; Thomas Blakisson to the *Tonnant*; George Heat to the *Donegal*; William Cogan to the *Hibernia*; William P. Hagdon to do.; J. Moriarty to the *Royal Oak*; W. H. M'Dougell to the *Abercrombie*; Robert Scallon to the *Hannibal*; William Hendry to the *Tonnant*; J. Donaldson to the *Alfred*; Mark White to the *Berwick*; Henry Rich to the *St. Albans*; Robert C. Barton to the *Alfred*; Richard Thomas Hodges to the *Galatea*; John Forster to ditto; ——— Phillips, flag-officer to Admiral Keats, to be acting in the *Weasel*; W. Hillyer to the *Christian VII.*; T. Wooldridge, late of the *Christian VII.* to the *Dragon*; ——— Swiney to the *Puissant*, *vice* Lovell, deceased; ——— Ashworth to the *Muros*; H. Elliot to the *Ferret*; J. M'Kirdy to the *Hibernia*; ——— Roberts, and D. M'Creary, to the *Mutine*; P. S. Hambly to the *San Juan*; A. Parry and G. Sayer to the *Bedford*; J. Patte to the *Hannibal*; W. Speck to the *San Josef*; G. Philpot to the *Alfred*; W. P. Stevenson to the *Audacious*; U. Steele to the *Horatio*. Lieutenant James Black is promoted to the rank of a commander, and appointed to the Port d'Espagne; Lieutenant Sir Charles T. Jones (late flag-lieutenant to Admiral Whitshed) to be a commander.

A list of midshipmen who have passed for lieutenants on the first Wednesday in the present month.

*Sheerness*.—J. A. Moore, J. Evans, J. Ashley, S. F. Fletcher, J. A. R. Croke, J. Ormsby, W. J. Pocock, H. W. Leaver, R. Quill, E. Goodlad.

*Portsmouth*.—Thomas Hicks, W. Russel, W. M'Intyre, Henry Ogilvie, James Reid, S. Jago, M. B. Sparrow, W. S. Stokes, C. Basden.

*Plymouth*.—Joseph Steele, J. D. Worthy, H. Wilson, John Dove, H. C. Hoare, Robert Morgan, Edward Smith.

The Rev. T. Davis is appointed chaplain of the *Hibernia*.

Mr. D. Bruce is appointed purser to the *Musette*; and Mr. J. W. Smith to the *Sapphire*.

#### Surgeons, &c. appointed.

Dr. Dunn, physician at Forton Hospital, is appointed to succeed Dr. Fitzmaurice, at the dock-yard at Woolwich. Dr. F. retires. Dr. O'Berno succeeds Dr. Dunn, at Forton.

Charles Cudlipp to the *Roebuck*; John Strang to the *Oiseau*, prison-ship; Luke Nagle to the *Temeraire*; John Gray (1) to the *Alfred*; Thomas



Loden to the Reynard; Justin M'Carthy to the Northumberland; William Hindman to the Defiance; James Black to the Ephira; Duncan M'Faiden to the Romulus; J. H. Hamilton to the Espiegle; Duncan M'Coll to the Gibraltar; Alexander Whyte, to the Europe, prison-ship; Robert Chrichton to the Dragon; Robert Bruce to the Freya; Stephen Lawson to the Martin; Harpur Gamble to the Osprey; Richard Mason to the Helena; Alexander Whyte to the William and Mary yacht; John Cumainingham to the Europe, prison-ship; William Burnett to the Galatea; Bartholomew Dinan to the Modeste; Alex. B. Greig to the Portia; Robert Bruce to the Alert; W. H. Trotman to the Tartarus.

#### Assistant-surgeons, &c. appointed.

Charles Martin to the Diana; William Kay to the Vengeur; Richard Morgan to the Dragon; J. M'Ternan to the Northumberland; Robert Black to the Dragon; J. John to the Rebuff; E. A. Smith to be an hospital mate at Deal; H. E. Suggate to the Violet lugger; James Burnside to the Tonnant; Henry Summons to the Galatea; Stephen Ralph, as a supernumerary to the Mediterranean; J. F. Todd to the Scipion; Oliver Jack to the Salvador del Mundo; J. Brown to be an hospital mate at Haslar; Robert Cooper to the Dragon; Abraham Warner to the Caton; D. Burnside to the Solebay; J. H. Jones to the Alfred; Andrew Mundell to the Armada; James Fry to the Abundance, store-ship; Thomas Hamilton to the Amethyst; Samuel Morrison to the Caledonia.

*Royal Marines.*—Colonel Andrew Burn to be Major-general in the army.

*Captains.*—Paul Hunt, Ephraim Bomford, B. Dickenson, George Wolfe, William Barry, to be Majors in the army.

*India Marine Promotion.*—In consequence of the decease of Captain John Wales, George Barnes, Esq. commander, to the rank of junior captain.

Marine battalion, Captain Henry Edward Hornsby, to be captain of a company, *vice* Hunt, promoted.

#### BIRTHS.

At Hurtsborne, in Herts, the Lady of Sir T. B. Thompson, Bart. Comptroller of the Navy, of a son.

At Mill-house, Emsworth, Sussex the Lady of James Campbell, Esq. R.N. of a son.

On the 30th of August, at his house at Teddington, the Lady of Captain Jacob Walton, of the Amethyst, of a son.

September 16, at Ryde, the Lady of Captain H. Heatcote, of H. M. S. Lion, of a daughter.

#### MARRIAGES.

September 1, at Tiverton, William Dunsford, Esq. late commander of the Ceres East Indiaman, to Emilia, youngest daughter of the late John Halsey, Esq. of Bombay.

September 6, at Stoke Church, Plymouth, by the Rev. J. Hawker, Lieute-

nant G. D. Hawkins, of the royal marines, to Miss Mary Ann Cullum, of New-street.

September 10, at St. Paul's, Deptford, by the Rev. Mr. Purrier, the rector, Captain Andrew Hutton, of the Elizabeth Indiaman, to Elizabeth Mary, only daughter of Mr. John Cormack, of New Cross, Surry.

At Romsey, the Rev. Daniel Williams, vicar of Romsey and Timsbury, to Mrs. Boorn, widow of the late Major Boorn, of the royal marines.

William Moore, Esq. of Brook-street, Grosvenor-square, to Elizabeth, daughter of the late Captain Walter, R.N.

January 26, at Bombay, by the Rev. A. Burrowes, Mrs. Maria Cox, relict of the late Ensign George Cox, of his Majesty's 36th regiment, to Mr. J. H. Wilkins, late 1st officer of the Hon. Company's extra ship Huddart.

### OBITUARY.

We are enabled to add, the following particulars concerning Charles James Fitzgerald, Lord Lecale, Baron Lecale of Ardglass, and one of his Majesty's most Hon. Privy Council in Ireland, who died 17th February, and whose decease is briefly noticed at page 264, Volume XXIII. His Lordship was the second son of James, first Duke of Leinster, and twentieth Earl of Kildare, by Lady Emilia-Mary, second daughter of Charles, second Duke of Richmond, Lenox, and Aubigny. He was at an early age a midshipman, R. N. commanded the *Tapageur* cutter as lieutenant, was appointed Captain 23d May, 1780, and through the several gradations rose to be Vice-admiral of the Red. He sat in Parliament for the County of Kildare, and during the administration of his relative Mr. Fox, held a civil office under government; more in consequence of his illustrious descent than personal services, he was elevated to the peerage by patent, dated 29th December, 1800. His Lordship dying without issue, the barony becomes extinct; making the tenth Irish peerage which has failed since the Union in 1801, for default of male heirs. He departed this life at Ardglass Castle, Co. Down, Ireland.

On the 11th July, at Jamaica Hospital, after 5 days illness, John Love Hammick, Esq. Lieutenant of his Majesty's ship *Polyphemus*, he lived beloved as he died lamented; in him the profession has lost a most honourable and exalted character, and his family and friends a beloved object of admiration.

Lately, (as will be seen at large in a preceding page) in cutting out a ship near Ushant, Mr. Middleton and Mr. Robertson, master's-mates of his Majesty's ship the *Dreadnought*, fell a sacrifice to the glory of their country.

Lately, fell overboard, from his Majesty's ship the *Rodney*, Captain Walter Carruthers, of the Royal Marines, his gentlemanly deportment endeared him to his shipmates and friends, and his amiable qualities will long be remembered by his afflicted relations.

Aug. 26. At Mr. Coles's Totnes, after a lingering illness, Mrs. Burdon, wife of Lieutenant Charles Burdon, of the Royal Marines.

Lately, at Teignmouth, Mrs. Elizabeth Byng, wife of Commodore Byng, of the royal navy, and youngest daughter of Philip Langmead, of Plymouth, Esq.

26. Lieutenant Lovell, of his Majesty's ship *Puissant*.

Lately, Mr. Parker, formerly of Gosport, related to Captain Browell, R.N.

At Torpoint, after a lingering illness, Mrs. Cooksley, wife of Captain Cooksley, R. N.

25. In the 33d year of his age, Captain John Bushby, R. N. an officer of reputation in his profession.

After a lingering illness, Lieutenant Frederic Talbot Fowler, of the Royal Marines, aged 21, only son of Mr. Fowler, of Clement's-inn, solicitor. His remains were interred in the burying ground at Chatham, with military honours.

At Bath, the relict of General Carruthers, R. M.—On board his Majesty's ship *Dedaigneuse*, on her passage to Point de Galle. Lieutenant Wm. Meux Worsley, of the navy. A young man, whose amiable disposition justly endeared him to all those who had the happiness of his acquaintance; at the early age of twenty he has fallen a sacrifice to the baneful influence of the climate of Muscat, in whose vicinity, while serving on the late campaign in the Gulf of Persia, in his Majesty's ship *Caroline*, against the pirates, he contracted a malignant disease, which has shortened the career of one who bid fair to be an ornament to society, and the pride of the service in which he had embarked.

26. At Strathmartin, W. B. Laird, Esq. son of Admiral Laird, of Strathmartin.

Lately, at Edinburgh, Paul Minchin, Esq. Rear-admiral of the White; he was made a Post-captain on the 18th of December, 1783, and a Rear-admiral on the 9th of November, 1805.

Edward Hampden Rose, whose death is recorded at page 176, was a native of Dublin. He had been articled to an attorney, but, in a youthful frolic, at an early period of the war, he volunteered into the navy, and was drafted into *l'Impetueux*.—While belonging to that ship, he published several small poems, some of which have been inserted in the *Naval Chronicle*. Some of these pieces possessed considerable merit. He has also left behind him a volume of manuscript Poems, and a work under the singular title of the “*Sea Devil*”—the latter, in particular, evincing a strength of mind, and a knowledge of human nature, which rendered the author worthy of a better fate. These works, it is understood, will be published. The boldness of Rose's remarks, his natural propensity to satire, and his love of independence, produced him enemies in a ship of war, and occasioned some regret even to those who admired his genius. A keen sense of honour, however, prevented his quitting a station so uncongenial to such a man. “I have been treated ill,” exclaimed he, to the writer of this article, “but no consideration shall make me quit a service into which I have volunteered.”—From *l'Impetueux*, he was sent into the *Semiramis* frigate, as purser's steward! and arriving at Plymouth from Lisbon, in an ill state of health, he was sent to the Naval Hospital, where he died of a consumption, the consequence of serving on shore at Walcheren. In conversation, Rose was never loquacious; his eye, however, scrutinized closely, and beamed with intelligence. He was remarkably inattentive to personal appearance, and always engaged in the contemplation of abstract subjects, or in gloomy reflection on his multiplied wants, and his untoward situation—he cared little about himself, or about the opinion of the passenger, who, “jostled him at every corner.” Rose had enemies, who censured his conduct; but eccentricity is ever the attendant of genius, and those who have no pretensions to genius, are never faultless. “We must not lose,” says Zimmerman, “the Sun in his spots; a beautiful face in a few freckles; and a striking character in a few harmless singularities.” Peace to the memory of Rose.







*A. Buck. pinxt.*

*H. R. Cock. sculp.*



CAPT. SIR JAMES

LUCAS YEO. KN<sup>T</sup>

MEMOIR OF THE PUBLIC SERVICES  
OF  
SIR JAMES LUCAS YEO, KNT.

CAPTAIN IN THE ROYAL NAVY.

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“CONFIDENCE.”

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“*Nec pluribus impar.*”

“**M**ANY are the heroes of the dark rolling sea ;” and much pleasure do we experience, in recording the numerous acts of prowess, by which our gallant countrymen have rendered, and are daily rendering themselves eminently conspicuous. The pleasure is materially heightened, when, as in the present instance, the subject of our notice may not have attained that length of years, from which we have some right to expect a corresponding series of bold and vigorous enterprise.—Generously emulating the fame of our “Christian Knight,”\* who, more than once, has made the tyrant of the earth tremble, though surrounded by his blood-stained minions, Sir James Yeo has brilliantly commenced a career, which nothing but death or envy can hinder from an illustrious progress, and a glorious close.

This officer, whose name we are proud of inscribing on our page, is the son of James Yeo, Esq. formerly Agent Victualler at Minorca. He was born on the 7th of October, 1782; consequently, on the appearance of this memoir, he will but just have completed his twenty-eighth year!

He was educated at the Rev. Mr. Walter’s academy, at Bishop’s Waltham, near Winchester. Having been intended for the naval profession, he went to sea at a very early age, under the auspices of the late Admiral Cosby,† in the Windsor Castle; and it seems

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\* Vice-admiral Sir William Sidney Smith, Knt.—For a portrait and memoir of this officer, *vide* NAVAL CHRONICLE, Vol. IV. page 445.

† A portrait and memoir of this officer are given in the XIVth Volume of *The NAVAL CHRONICLE*, page 353.—It was in the spring of 1793, that



not altogether impossible, that the family motto of that officer\* might have had some influence on his youthful and ardent mind. At the close of the year 1794, having served at the taking of Toulon and of Corsica, he returned to England with Admiral Cosby; and, in the spring of 1795, he was removed into the *Leviathan*, of 74 guns, commanded by Captain Duckworth,† with whom he proceeded to Jamaica. In September, 1796, when Captain Duckworth had hoisted his broad pendant in the *Leviathan*, as commander-in-chief, he was promoted, by that officer, to the rank of lieutenant; and, we believe, he was afterwards engaged in the capture of several of the enemy's privateers and merchant vessels.

In 1798, his health having suffered severely by the yellow fever, Lieutenant Yeo was obliged to return to England; when he was appointed to the *Veteran*, of 64 guns, Captain Moss, in the North Seas. Soon afterwards, in 1799, he was appointed first lieutenant of the *Charon*, of 44 guns, Captain M<sup>c</sup>Kellar, in which he again went to the Mediterranean. On his arrival on that station, he was removed into *El Corso*, as first lieutenant; and, at the blockade of Genoa, in 1800, when the launches, belonging to the respective ships of Lord Keith's squadron,‡ were employed in the bombardment of that city, he was engaged with the enemies' batteries nearly every evening, for some weeks.

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Admiral Cosby shifted his flag from the *St. George* into the *Windsor Castle* (Captain Sir T. Byard, Knt.) and, on the 15th of April, he sailed from Spithead, for the Mediterranean, where he acted as third in command, under Lord Hood, and was present at the capture of Toulon and of Corsica. A memoir of Lord Hood, and a series of papers relating to the transactions at Toulon, will be found in the second Volume of *The NAVAL CHRONICLE*, pages 1, 102, 192.

\* *Audaces fortuna juvat.*

† It was, we believe, on the 25th of March, that Captain Duckworth sailed with the squadron under the command of Rear-admiral Man, for the Mediterranean; after parting company with whom, off Cape Finisterre, he, with the *Leviathan*, *Hannibal*, and *Swiftsure*, proceeded with a convoy to the West Indies. In March, 1796, he was employed, under Rear-admiral William Parker, in an unsuccessful attack on the town of Leogane, at St. Domingo, in which the *Leviathan* had 5 men killed, and 12 wounded. —*Vide* memoir of Sir J. T. Duckworth, *NAVAL CHRONICLE*, Vol. XVIII. page 7.

‡ For a portrait and memoir of Lord Keith, *vide* *NAVAL CHRONICLE*, Vol. X. page 1.

After the evacuation of Genoa by the French, which took place in the beginning of June, El Corso, then commanded by Captain Ricketts,\* proceeded up the Adriatic; and, on the night of August 26, Lieutenant Yeo was ordered, with the boats of that vessel, and of the Pigmy cutter, to the attack of Cesenatico; the object of which was, to destroy the shipping in the harbour, the arsenal, the pier-heads, &c. all of which was completely effected, in the face of the troops by which the place was defended, and of a party of French horse approaching. Captain Ricketts, as may be inferred from his official letter on the subject,† had previously intended to make the attack from the shipping; but, finding it impossible to get within grape-shot of the Mole, he was under the necessity of deferring the attack till the time stated. Soon after day-light, on the following morning, he perceived his party to be in full possession of the town, successfully maintaining a position against some French troops in the neighbourhood; but, about eight o'clock, observing a party of horse in full speed from Cervia, he judged it prudent to call his boats immediately on board; though not before he "had the satisfaction of seeing that the gallantry of Lieutenant Yeo, aided by Mr. Douglas, master of the Pigmy, had been crowned with the fullest success, the vessels and harbour at that time forming but one flame." Lieutenant Yeo, in his report to Captain Ricketts, on this occasion, says—"Of thirteen vessels of different descriptions lying within the Mole of Cesenatico, two were sunk and eleven burnt, one of them deeply laden with copper money and bale goods; the harbour choaked by the wreck of four, sunk in the mouth of it, and both piers entirely consumed."

In the following year, the island of Zanté being in a state of revolt, Lieutenant Yeo was sent to dispossess Colonel Calander (who had usurped the command of that place); an object which he also succeeded in accomplishing; and, having planted the colours of the Sept-insular Republic in the fortress, he restored the island to its rightful possessors. For this service, the Turkish admiral did him the honour of presenting him with a handsome pelice, as

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\* Captain William Ricketts.—*The NAVAL CHRONICLE* is much indebted to this officer for several interesting communications. For a *fac-simile* of his hand-writing, *vide* Vol. XXIII. page 391.

† *Vide* NAVAL CHRONICLE, Vol. IV. page 413.

a distinguishing mark of the high sense which he entertained of his conduct.

On his return to Malta, Lord Keith, the commander-in-chief of the fleet, appointed him first lieutenant of the *Genereux*, in which he came to England, and was paid off.

In 1804, a new series of hostilities having been commenced against France, Mr. Yeo was appointed first lieutenant of the *Blenheim*, of 74 guns; but, when Sir Thomas Troubridge\* hoisted his flag on board of that ship, in April, 1805, he was removed into the *Loire* frigate, commanded by Captain F. Maitland.—At the latter end of May, or the beginning of June following, while reconnoitring the coast of Spain, in the ship's launch, he captured a vessel, which he discovered standing into the Bay of Camarinas, to the eastward of Cape Finisterre. From his prize, he learned, that there were two privateers in the harbour of Camarinas, manned with a complement of eighty men. He immediately determined on the attempt to cut them out. On coming up to them, at break of day, he discovered that they were moored under a battery of ten guns. “Undaunted, however,” observes Captain Maitland, “by a circumstance so little expected, Mr. Yeo ordered the launch, commanded by Mr. Clinch, to board the smallest, while he, with the two cutters, most gallantly attacked and carried the largest, a felucca, armed with three eighteen-pounders, four four-pounders, brass swivels, and fifty men.”†—“When the crew of the felucca was mustered, nineteen out of fifty were missing, some of whom had jumped overboard, but the greatest part were killed by the pike, there being no weapons used but the pike and sabre.”‡

The launch was equally successful in her attack; but, as it was a perfect calm, the fire of the battery having commenced, and there being no possibility of receiving assistance from the ship, Lieutenant Yeo was under the necessity of abandoning the smaller

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\* A portrait and memoir of Sir Thomas Troubridge will be found at the commencement of the XXIIIrd Volume of *The NAVAL CHRONICLE*.

† *Vide* Captain Maitland's official letter to Rear-admiral Drury, commander-in-chief on the Cork station, *NAVAL CHRONICLE*, Vol. XIII, page 499.

‡ *Ibid.*



vessel—a lugger of two six-pounders and thirty-two men—to secure the larger. “When we call to mind the inequality of force, officers included, there being not more than thirty-five of the Loire’s opposed to eighty Spaniards, with their vessels moored to the walls of a heavy battery, it must be allowed to confer the greatest credit on the officers and men employed on the service.”\* In coming out of the harbour, with his prize, Lieutenant Yeo took possession of three small merchant vessels; but, finding that their cargoes consisted only of small wine for the enemy’s squadron at Ferrol, he destroyed them.

On the 3d of June, he again went, with thirty men, in one of the privateers which he had taken, to reconnoitre the coast. In the performance of this duty, he was attacked by a flotilla of seven lugger privateers, which had been sent out from Finisterre for the express purpose of taking him; but, after a sharp action, this superior force sheered off, and sought protection under the Spanish batteries;—no contemptible compliment to the superior bravery and skill of the English officer.

We now come to a more important event in the life of Sir James Yeo. On the day after the action just mentioned, Captain Maitland having been informed that there was a French privateer fitting out at El Muros, on the coast of Spain, the Loire stood into the bay, with the design of bringing out, or destroying her. On hauling close round the point of the road, a small battery of two guns opened upon the ship; to silence which, Lieutenant Yeo immediately volunteered to go on shore. On his landing, the battery was instantly abandoned; but, scarcely had he spiked the guns, when, to his great surprise, he perceived a strong fortress in the town, the guns of which had opened on the ship, then in a most perilous situation. Prompted, therefore, by a determination to rescue her from the critically dangerous state in which she appeared, he pushed forward, and, with his feeble force, consisting of only fifty men, he stormed and carried the fort, in which the governor and twelve of the garrison were killed, and thirty wounded.†

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\* *Vide NAVAL CHRONICLE*, Vol. XIII. page 499.

† Captain Maitland describes the fortress here-mentioned as “a heavy fort,” within a quarter of a mile of the ship; adding, that it “began a wonderfully well-directed fire, almost every shot taking place in the hull. Per-

The danger in which the Loire was placed arose from her having anchored off the smaller battery ; it not being known, or even suspected, that there was any other. The destructive fire, however, from the large fort, aided by the foulness of the wind, rendered it absolutely necessary that the party on shore should act with promptitude and decision. Most fortunately the determination of the moment rested with one, whose energy and resources were fully adequate to the arduous nature of his situation.

In an earlier part of our work, we have given the full official details of this spirited and successful enterprise.\* In composing the memoir of Sir James Yeo's professional services, however, we should not feel that we were rendering justice either to him or ourselves, were we not to quote the following important passage from Captain Maitland's letter on the subject :—

“ Having landed under the small battery on the point, it was instantly abandoned ; but hardly had he time to spike the guns, when, at the distance of a quarter of a mile, he perceived a regular fort, ditched, and with a gate, which the enemy (fortunately never suspecting our landing) had neglected to secure, open a fire upon the ship ; *without waiting for orders* he pushed forward, and was opposed at the inner gate by the governor, with such troops as were in the town, and the crews of the French privateers. From the testimony of the prisoners, as well as our men, it appears that *Mr. Yeo was the first that entered the fort, with one blow laid the governor dead at his feet, and broke his own sabre in two* ; the other officers were despatched by such officers and men of ours as were most advanced, and the narrowness of the gate would permit to push forward ; the remainder instantly fled to the further end of the fort, where, from the ship, we could perceive many of them leap from the embrasures upon the rocks, (a height of above twenty-five feet) ; such as laid down their arms received quarter.”

Captain Maitland, in his official letter, also strongly recommended Lieutenant Yeo to the notice of the Lords Commissioners of the

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ceiving that, by standing further on, more guns would be brought to bear upon us, without our being enabled to near the fort so much as I wished, I ordered the helm to be put down ; and when, from the way she had, we had gained an advantageous position, anchored with a spring, and commenced firing. Although we have but little doubt that, before long, we should have silenced the fort, yet from the specimen they gave us, and being completely embrasured, it must have cost us many lives, and great injury to the ship, had not Mr. Yeo's gallantry and great conduct soon put an end to their fire.”

\* *Vide NAVAL CHRONICLE*, Vol. XIII. page 499.

Admiralty, as having, in the late instances, “*displayed as much gallantry as ever fell to the lot of any man.*”

It is proper to add, that the fortress of El Muros, which mounted twelve eighteen-pounders, and was garrisoned with upwards of 250 men, was carried at noon-day. Lieutenant Yeo destroyed the fortifications, and brought off all the stores, &c. In the prosecution of the service, he was wounded in his breast, by the bayonet of a French soldier. Six of his men were also wounded.

For his distinguished conduct on this occasion, Mr. Yeo was promoted to the rank of master and commander, and, finally, appointed to the command of the *Confiance*, of 22 guns, which he captured at El Muros, with a French brig of twenty guns, and several smaller vessels.

During the negotiations at Lisbon, in 1807, previously to the departure of the Royal Family from Portugal, Captain Yeo was employed in a constant communication between the court at Lisbon, and the English ambassador and admiral off that port; a service on which he continued, till the Prince Regent, and the other branches of the Royal Family, finally sailed for the Brazils.\*

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\* In proof of the active services of Captain Yeo, at this time, and of the confidence which was reposed in him, we take leave to quote the following passage from our XX1st Volume, page 379. It is extracted from an original, and highly interesting historical account of the “*Naval Transactions on the Coast of Portugal,*” at the time alluded to, drawn up by an eyewitness.—The writer, after bringing down his account to the time when the Portuguese government had abandoned the idea of migrating to South America, proceeds as follows :—

“ The Admiral (Sir Sidney Smith) declared the Tagus, Setubal, and Oporto in a state of blockade; but in adopting hostile measures did not neglect the powers of persuasion, and continued to cultivate an amicable correspondence with the ministry at Lisbon, tending to convince their wavering minds of the futility of such timid policy in averting the scourge of French invasion. At length, on the 25th of November, his activity and perseverance were rewarded by receiving a notification from the minister of state, M. Aranje, that the Regent had resumed the intention to emigrate. In consequence of this, hostilities were suspended, and the admiral sent the *Confiance* into the Tagus, under a flag of truce, to convey those solemn pledges of safeguard adapted to the crisis, and which from an officer of Sir Sidney Smith’s chivalrous fame could not fail to dispel doubt and fear.



That memorable event took place at the end of November; and, when Sir Sidney Smith had returned to the Tagus, after escorting the royal emigrants a hundred leagues to the westward,\* Captain Yeo sailed for England with the official intelligence. Lord Strangford took his passage in the *Confiance*, which parted company with the fleet on the 7th of December.

Immediately on his arrival in England, with Sir Sidney Smith's despatches, the gallant commander of the *Confiance* was promoted to the rank of post captain; and, in farther testimony of the approval of his services, he had the gratifying compliment paid him, of the *Confiance* being made a post ship, and of his being appointed to command her, with orders to sail for the Brazil station.

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Lord S. who was waiting on board the flag-ship for a conveyance to England, took the opportunity of accompanying Captain Yeo, to revisit Lisbon for the final settlement of affairs connected with his late mission, and to pay his respects at court. Wind and tide would not allow the frigate to enter the Tagus till late in the evening of the 28th, so that it was near midnight when Captain Y. and Lord S. reached the capital. They found the royal palace a solitude; the Queen being already embarked, in consequence of General Junot having passed Abrantes, and even pushed his patrols to the vicinity of the metropolis. During this time the admiral was waiting with such solicitude the issue of the mission by the *Confiance*, that he manned and armed a Spanish prize lugger, and on the 28th sent her in with a message to Captain Y. purporting that under certain circumstances he was to annul the flag of truce and immediately act against the French, sending off pilots to the squadron; which Sir Sidney said he would bring in abreast of, or above, the city, making a dash at the batteries with his marines *en passant*, and then, seconded by an indignant population, dispute every inch of ground with the invader; concluding, with the peculiar emphasis of the defender of Acré, ‘*Lisbon surely must be as defensible as Buenos Ayres!*’”

The whole article, from which the above is an extract, will be found eminently deserving of perusal, by those who are desirous of correct information respecting the extraordinary proceedings relating to the departure of the Royal Family of Portugal, for the Brazils.—A “*Manifesto, or detailed Exposé, in justification of the conduct pursued by the Court of Portugal towards France, since the commencement of the Revolution until the Invasion of Portugal (in 1807); and of the motives which forced it to declare war against the Emperor of the French in consequence of that invasion, and of the subsequent declaration of war founded on the report made by the Minister of Exterior Relations*” serving as a supplement to the narrative above-noticed, will also be found in our XX1st Volume, page 463.

\* *Vide* NAVAL CHRONICLE, Vol. XXI. page 382.

Captain Yeo, who appears to have lost no time in his arrangements, accordingly returned to the Tagus, where he joined the English squadron on the 24th of January, 1808. He had the satisfaction of carrying out despatches from the Lords Commissioners of the Admiralty, for Sir Sidney Smith, expressing their lordships' "high approbation of the rear-admiral's whole conduct in the management of the service committed to his charge, and in the execution of the various orders he had received from time to time." \* Captain Yeo remained with the squadron, till it sailed for the Brazils on the 20th of February. † Previously to this (on the 13th) as appears in the article to which we have already repeatedly referred, ‡ "the French gun-vessel stationed as guard just within the entrance of the Tagus, to superintend the fishery, in pursuance of Junot's decree of the 5th of January, was boarded and carried by Captain Yeo's counter-guard boats, under Messrs. Trist and Lague, master's mates of the *Confiance*, who went above the Frenchman's station to reconnoitre the Russian fleet, § and dropt down with the stream as from Lisbon; convincing the watch upon deck, that the post was not tenable, by cutting their heads with English cutlasses, and bringing their astonished officer on board the flag-ship."—General Junot had, some time before, thought proper to prohibit the admission of flags of truce, in all the harbours of Portugal. Not aware of the interdiction, Captain Yeo landed the sufferers in the above-mentioned attack, by flag of truce; "nor could the bayonets of the French guard at the water-side succeed in silencing the applause of the spectators." ||

In the month of September, 1808, some time after his arrival in South America, Captain Yeo was ordered from Rio de Janeiro,

\* *Vide* NAVAL CHRONICLE, Vol. XXI. pages 386, 387.

† *Ibid.* page 394.

‡ *Ibid.* page 393.

§ An abstract of the "*Papers presented to the House of Commons, relative to the Russian fleet in the Tagus, and to the Convention concluded with the Russian Admiral,*" will be found in our XX1st Volume, page 234.

|| *Ibid.* page 393.—The senior master's mate, who distinguished himself on this occasion, was immediately taken by Sir C. Cotton on board the flag-ship, and promoted to the first vacant lieutenantancy.

with despatches to the Governor of Para,\* and to cruise off of that coast. On his arrival there, he suggested to the governor (General Joze Nareizo de Magles de Menez) the practicability of effecting the conquest of Cayenne and French Guiana, which had been a source of great annoyance to the British trade in that part of the world. His Excellency, agreeably to this suggestion, immediately made a naval and military arrangement for that purpose, over which he gave Captain Yeo the supreme command.—There were then at Para, three gun-boats, and a man-of-war schooner building; to assist in the completing and rigging of which, Captain Yeo employed the crew of the *Confiance*. This preliminary labour occupied two months; at the expiration of which, Captain Yeo proceeded to the coast of Cayenne; and the expedition ended—as must be yet fresh in the recollection of every one—in the complete expulsion of the French from the Continent of South America.†

The landing on the island of Cayenne was effected on the 7th of January, 1809, from canoes, and from the boats of the squadron, every one of which was almost instantly dashed to pieces by the surf, on reaching the rocks on which a footing was first gained. The whole of the operations against the colony, which occupied five weeks, were performed in the rainy and winter season; during

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\*The government of Para comprehends that part of Guiana which belongs to the Portuguese, on the north side of the river Amazons, extending from the union of the river Madeira to the Atlantic; 600 miles from east to west, and 200 from north to south. Para, the capital, is situated on the south side of a river of the same name, which rises about latitude 6 deg. 10 min. south, and, after a course of 200 miles, falls into a bay of the Atlantic, near the mouth of the river Amazons. It stands upon an elevated rock, commanding all the adjacent country. The side towards the river is fortified only with a number of gabions and large cannon: the other sides are defended by a stone wall, about two fathoms in height, and a dry ditch. To the south of the fort, near the bottom of the bay, is a small fortification, called *Commo'a*, intended to keep the savage nations in awe, and to protect the Portuguese plantations. The chief business of the inhabitants is the cultivating of tobacco and sugar-canes, and the gathering of cotton, which grows wild. Longitude, 32 deg. 10 min. west of Ferro; latitude, 1 deg. 30 min. south.—*Vide CRUTWELL's Gazetteer.*

† For the official details of the reduction of Cayenne, *vide* NAVAL CHRONICLE, Vol. XXI, page 337.



which period, scarcely any vessel ever ventures to approach the shores, on account of the heavy breakers and tremendous surf, which invariably prevail at that time of the year. It is also deserving of remark, that the whole of the British and Portuguese force which took possession of Cayenne, did not amount to more than 400 men, opposed to a force strongly fortified and prepared to receive them, and protected by military works mounting 220 various pieces of ordnance, mortars, &c.\*

Very soon after the reduction of this important colony, Captain Yeo had the satisfaction of receiving a most handsome congratulatory letter (of which the subjoined is a translation) from his friend the governor of Para:—

“ MY DEAR FRIEND,

“ *Para, February 23, 1809.*

“ The present state of my health does not permit me to make any extraordinary effort of application; and without it I should not be able to write to you in French, an idiom which I am not very conversant in, and as I have not near me at present any person sufficiently familiar with that tongue to act as an interpreter, I am, therefore, obliged to address you in my own language; recollecting that William, who is serving on board your frigate, will be fully competent to convey the substance and meaning of the little, which for the present I have to say to you.

\* Victor Hugues, the French governor of Cayenne, after his return to Europe, was put upon his trial for the surrender of that colony. The result is thus mentioned, in an extract of a letter from Paris, dated September 1, 1810:—

“ The first council of war of the 1st military division, after eight days deliberation, has closed its proceedings, in the case of the Adjutant-commandant, M. Victor Hugues, Member of the Legion of Honour, Commissary of H. I. M. and Commander-in-chief of the colony of Cayenne, and of *French Guiana*. An immense number of documents had been put in as evidence, and upwards of forty witnesses examined. The Commissary-reporter (Judge-advocate) after a very long and very luminous summing up for the prosecution, left the case to the wisdom of the Court. A whole day was employed by the prisoner's advocate, M. Prieur, who made a most eloquent and interesting speech, and the accused himself was heard upon the evidence; after which the Court was cleared for about half an hour. On the door being opened, the presiding General publicly read the sentence, which declared, *nem. con.* that M. V. Hugues, charged first, of not having done his utmost in defence of the colony; and, secondly, of having capitulated with the Anglo-Portuguese, in order to save his own plantations and property, was *Not Guilty*; and that he should be forthwith set at liberty, and restored to his functions.”

" I received your letter, acquainting me of the entire conquest of Cayenne and French Guiana, referring me for a particular detail of this last glorious atchievement to the official report of the commander of the troops. I perceive with the most lively satisfaction the happy issue of our joint combinations, and that the success of our plan has been completely realized in consequence of them. But I contemplate with higher admiration, in the midst of these details, the most active, prompt, and valorous co-operation which you afforded; furnishing the most brilliant example to all under your command; thereby levelling every difficulty, overcoming every obstacle, and carrying every post, by successive attacks, with resistless intrepidity; shewing, like an able master in the art of war, the road to glory to my few inexperienced troops, and inspiring them with that courage and conduct which they have shewn, and which prepared the way to their victory.

" Such important and brilliant services rendered to the Prince Regent of Portugal, will not only be highly pleasing and flattering to his Britannic Majesty, as his faithful and ancient ally, but when placed by me in their proper light, in the presence of my own august Sovereign, will meet from his high and royal consideration with that degree of acknowledgment which you have acquired the most distinguished right to obtain.

" Be pleased to receive in the mean time, on my part, and that of all the inhabitants of this colony under my command, an assurance of our most grateful thanks; and you may with an honest pride be fully persuaded that the whole Portuguese nation will pay the same homage to your merit.

" Relative to the speedy departure of General Victor Hugues, which you so justly observe becomes immediately necessary, you will perceive by the tenor of my letter to the commander of the troops, *ad interim*, that I am persuaded of its propriety, and wish it to be effected by him as soon as possible.

" It will give me great concern to be deprived of the pleasure of seeing you before your departure for the Rio de Janeiro; no less from a sentiment of friendship than of gratitude, nevertheless I cannot attempt to interrupt your judicious dispositions for the benefit of the service, or think of putting you to the slightest inconvenience. However, as you acquaint me of your intention to remain on your present station till the governor's departure, I shall have the honour to communicate to you again on the subject of the transportation of the prisoners, by the vessels which are going from hence for that purpose.

" For the present, I cannot do more than most earnestly to entreat you to present my warmest praise, and most grateful acknowledgments to all under your command, which I so justly owe to them; but particularly so to Mr. Mulcaster, and I finally have to request you will be assured of the pure friendship, eternal gratitude, and highest respect with which I am,

" Sir,

" Your most obliged friend and faithful servant,

" JOZE NAREIZO DE MAGLES DE MENEZ."

" Captain James Lucas Yeo."

We have already noticed the disparity of the British and Portuguese forces, to those of the enemy ; a disparity, from which Captain Yeo, after he was in full possession of the colony, found much inconvenience. Indeed, the number of prisoners was so large—besides that of the French officers on parole, who, of course, wore their swords—that it became necessary for Captain Yeo to adopt very strong precautions for the security of the place, and for the safety of his people.—During five weeks—at the expiration of which he received reinforcements from Para—neither he, his officers, nor his men, slept out of their clothes, or without being completely armed. In consequence of these privations and exertions, there was scarcely an officer or man who was not attacked by the fever, and compelled to go to the hospital. Captain Yeo himself was confined to his bed nearly two months ; in the course of which, he was frequently given over by his medical attendants, nor did he recover his health until some time after his return to England.

In addition to the above-mentioned precautions for the safety of the place, Captain Yeo, after having put the prisoners, amounting to upwards of a thousand, on board of the Portuguese vessels in the harbour, took every thing out of the *Confiance*, ran her up on the beach, and converted her into a land battery, between the prisoners and the town.

At length, the object of the expedition having been fully accomplished, and the necessary arrangements satisfactorily made, Captain Yeo returned to Rio de Janeiro, where he was received with every mark of flattering distinction, by the Prince Regent. His Royal highness graciously presented him with a valuable diamond ring, from off his own finger ; and, as a peculiar mark of favour and high estimation, he conferred upon him—the *first* and *only* Protestant ever so honoured—a Knight's Commandery of the Order of St. Bento d'Avis,\* which has since been graciously confirmed by

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\* The subjoined account of this distinguished Order, from "An Accurate Historical Account of all the Orders of Knighthood at present existing in Europe," will probably be acceptable to most of our readers :—

"During the siege of Lisbon, against the Moors in 1147, Don Ferdinand de Monteyro, and the troops under his command, displayed such extraordi-



his Britannic Majesty's sign manual, of which the following is a copy :—

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nary courage and bravery, as to induce his brother Alphonsus, who was the first King of Portugal, to institute this order, as a proof of his satisfaction, and to confer upon Don Ferdinand, the dignity of Grand Master.

“ The knights were commanded to observe the rules of Saint Benedict; and they were obliged to take the vows of chastity and obedience, and especially to maintain the Catholic faith, and defend their country against the Moors.

“ After the institution of this order, some years elapsed before the knights were induced to change its original denomination. As they possessed no place which could be considered as the seat of their order, they adhered to the name of *The New Militia*, by which they were popularly distinguished, on their first institution.

“ In 1166, the knights having conquered Evora, the King granted to them the palace, which was in that city, and ordained, that henceforward they should derive their title from this place. The crown of Portugal, however, having resolved to build a fortress in the country of Santara, such as might be capable of serving as a strong hold against the Moors, the King thought proper to exchange the same with the Knights of Evora, for the palace he had already given to their order. Thereupon the grand master, accompanied by a grand deputation of the knights, went thither to take a view thereof. According to the narration given by Roderic Mendez de Silva, the grand master is said to have perceived two eagles perched upon an oak tree; this they considered as an auspicious omen: and, in consequence thereof, they gave the name of *Avis* to that part of the country in which the prodigy was first beheld.

“ In 1184, they built an important fortress on that spot; and thence forward, from the place, they styled themselves, *Knights of the Order of Avis*.

“ The uniform of this order is black. It is made up in the Spanish fashion, and over all is worn a short white mantle; on the left side of which, appears the cross, in green embroidery, with a small border of gold. This dress was assigned to the order by King Alphonsus, and it has never undergone the smallest alteration.

“ The cross is in the form of four fleurs de lis, joined together at the lower extremities; and the knights constantly wear a white enamelled gold cross, of a form similar to that on their mantles. It is worn about the neck, or from the button hole of their upper garment, and is suspended from a rich green watered ribbon, of the breadth of two fingers.

“ When Portugal was united to the kingdom of Spain, this order during that period was incorporated with that of Calatrava; but upon their being separated, in the seventeenth century, it once more became a distinct and independent order, and under the grand mastership of his Majesty, has so remained to this day.

“ Upon the first institution, the knights possessed a power of electing a

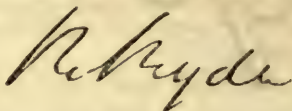
George the Third, by the grace of God, of the United Kingdom of Great Britain and Ireland, King, Defender of the Faith, &c. To our right trusty and right entirely beloved cousin, Charles, Duke of Norfolk, Earl Marshal, and our Hereditary Marshal of England, greeting. Whereas, our good Brother and Cousin, His Royal Highness John, Prince of Brazil, Prince Regent of Portugal, hath solicited our consent, that our trusty and well-beloved James Lucas Yeo, Esquire, a post captain in our royal navy, and commander of our ship the *Confiance*, may accept the rank and wear the insignia of a Knight Commander of the Royal Portuguese Military Order of St. Bento d'Avis, which our said good brother and cousin hath been pleased to confer upon the said Captain Yeo (dispensing with his entering into or professing the oaths of the said order, in consideration of his being of a different communion) as a distinguishing mark of the sense His Royal Highness entertains of the great skill, valour, and intrepidity displayed by the said Captain Yeo, with our ship the *Confiance* under his command, in the reduction of the Colony of Cayenne, in the months of December, 1808, and January, 1809: And We being graciously pleased to approve thereof: Know Ye, that We of our princely grace and special favour, have given and granted, and by these presents do give and grant, unto the said Captain James Lucas Yeo, our royal license and permission, that he may avail himself of this gracious and distinguished mark of the favour of our said good brother and cousin, the Prince Regent of Portugal, by accepting the rank, and wearing the insignia of a Knight Commander of the aforesaid order of St. Bento d'Avis, and that he may enjoy all the rights and privileges annexed thereto. Our Will and Pleasure therefore is, that you, Charles Duke of Norfolk, to whom the cognizance of matters of this nature doth properly belong, do require and command, that this our concession, and especial

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new grand master, when that dignity was vacant: It was necessary he should be a member of their own body, and be chosen in a general Assembly, or Chapter of the whole Order. Twenty grand masters were in succession so elected. The Pope afterwards interposing his authority, six Princes of the Blood were successively nominated to fill this dignity; but, in 1521, John the Third, King of Portugal, annexed the grand mastership to the crown of that kingdom, and ordained that it should remain so united for ever."

mark of our royal favour, together with the relative documents, be registered in our College of Arms, to the end that our officers of arms, and all others upon occasion, may take full notice and have knowledge thereof: And for so doing this shall be your warrant. Given at our Court at Saint James's, this sixteenth day of March, 1810, in the fiftieth year of our Reign.

By his Majesty's command,



The chief documents alluded to in the above license, are the following :—

*Letter from his Royal Highness the Prince Regent of Portugal, to James Lucas Yeo, Esq. Post Captain in his Britannic Majesty's Navy.*

(Translation.)

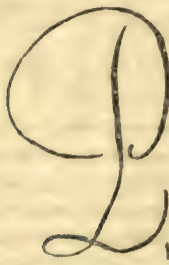
FRIEND,

I, the Prince Regent, send to compliment you. Taking into consideration the distinguished services you have rendered me, as commander of the frigate *Confiance*, in the taking of Cayenne, by the Portuguese arms, contributing to this success with the vessels under your command, and in which you shewed your valour, intrepidity, and judgment. And, wishing to shew you by some public mark of my acknowledgment, how great I consider this service,

I have thought proper, with the approbation of my ancient and faithful ally the King of Great Britain, to grant you the special favour and leave freely to use, and wear the insignia of Commandor of the Order of St. Bento of Avis—not entering into it, nor professing, from being of a different communion. Which I impart to you for your information.

Written at the Palace of Rio de Janeiro, this seventeenth day of August, one thousand eight hundred and nine.

(Signed)



Principe . . .

For James Lucas Yeo, Esq.



*Letter from his Excellency Lord Viscount Strangford, his Britannic Majesty's Envoy Extraordinary and Minister Plenipotentiary at the Court of Portugal, to James Lucas Yeo, Esq. &c.*

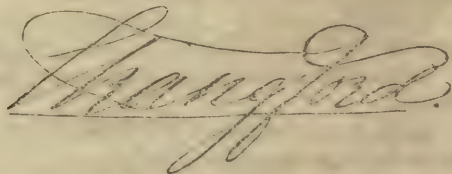
SIR,

I have the satisfaction to annex to this letter, translations of a note and of its enclosure which I have just received from his Excellency the Conde de Linhares, announcing to me (by order of the Prince Regent) the various marks of favour which his Royal Highness has been pleased to confer upon you, and the officers and men under your command, in consequence of your and their gallant and successful exertions in effecting the reduction of Cayenne.

I beg to offer my most sincere felicitations upon this occasion.

I am, Sir,

Your most obedient humble servant,



*To Captain Yeo, his Majesty's ship  
Confiance.*

*Enclosures, referred to in the above Note.*

No. I.

The undersigned, counsellor, minister, and secretary of state for the departments of foreign affairs and war, has the honour to inform his Excellency Lord Viscount Strangford, his Britannic Majesty's envoy extraordinary and minister plenipotentiary, that his Royal Highness the Prince Regent of Portugal, justly appreciating the services and co-operation of the frigate *Confiance*, in the expedition against Cayenne, the conquest of which settlement was achieved for the greater part by the valour and activity of her officers and men, and wishing to give to each of the individuals belonging to that ship, a mark of his gratitude, following as nearly as possible the usages practised in England upon similar occasions, has been pleased to order the gratifications and rewards specified in the enclosed paper to be distributed among them. And, as the said frigate is to depart immediately for England, his Royal Highness's Envoy at London will receive instructions to carry his Royal Highness's commands upon this subject into execution, without loss of time. His Royal Highness hopes that Lord Strangford will communicate the subject of this note, as well to his court as to the commander of the *Confiance*, in order that he may announce it to his officers and men previously to the departure of that ship from Rio de Janeiro.

The undersigned requests Lord Strangford to accept the assurances of his highest regard, respect, and consideration.

*Palace of Rio de Janeiro, August 21, 1809.*

## No. II.

His Royal Highness the Prince Regent, as a special and singular favour, not to serve as example or precedent, grants to Captain Yeo the permission to wear the ensigns of a commander of the Military Order of St. Bento d'Avis: Captain Yeo receiving at the same time other marks of his Royal Highness's good will and consideration.

To Lieutenant Mulcaster, his Royal Highness gives a gold sword, with a suitable inscription.

To Lieutenant Samuel Blyth, who was wounded in five places, the sum of one hundred and fifty pounds, for the purchase of a sword, or of any other memorial of the conquest of Cayenne.

To Mr. Thomas Savory, a gratuity of one hundred guineas for a similar purpose.

To Mr. Thomas Sevstre (by his own desire) the Order of the Tower and Sword.

To Mr. James Large, and Mr. William Taylor, the sum of fifty guineas each, for the purchase of swords, &c.

To each of the midshipmen employed at Cayenne, to wit, Messrs. George Forder, David Irwin, William Moore, Edward Bryant, and George Yeo, his Royal Highness gives a sword, with the word "CAYENNE," and a suitable inscription engraved thereon.

To each individual of the ship's company, his Royal Highness gives a large silver medal, to be struck in England, to commemorate the occasion.

To Hugh Carrogan, Thomas Roberts, Richard Davies, Benjamin ———, and William Neale, an annual pension of fourteen pounds sterling each, in consequence of their wounds.

To Mr. James Thompson, a gratuity of forty pounds sterling, on account of his wound.

To John Sayer, ditto, of £ 30

To Samuel Gardner, do. .. 20

To Thomas James, do. .... 20

To David Daniels, do. .... 15

To James Simpson, do. .... 15

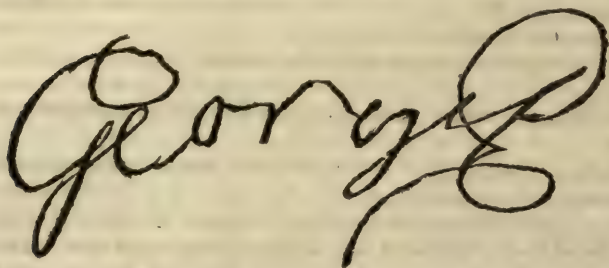
To Nicholas Glowman, Robert Luscombe, Jacob Osterlony, Thomas Burnes, Thomas Walley, John Sinnot, and George Leader, 10l. each.

To Joseph Pierre and Nicholas Hector, a gratuity of 15l. each. These persons are to be sent back to Cayenne, and employed there as pilots.

To John Le Grandeur, an annual pension of 14l. sterling, to be paid to him at Cayenne, whither he is also to be sent back.

When we consider the vast importance of the settlement of Cayenne—an importance tacitly acknowledged by Buonaparte,

who has alluded to it in three different state papers—we cannot be surprised at the very gratifying reception which Sir James Yeo experienced, from his own Sovereign, as well as from the Prince Regent. His Majesty, as it has been already stated, was graciously pleased to confirm the honour, which had been conferred upon Sir James, by his Majesty's royal ally; in addition to which, "in honorary compensation for his gallant conduct at various times, but particularly in attacking the town and forts of El Muros," he afterwards granted his royal license (of which the following is a copy) for him to assume certain armorial bearings:—

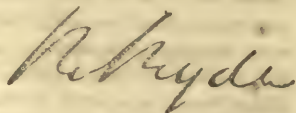


George the Third, by the grace of God, of the United Kingdom of Great Britain and Ireland, King, Defender of the Faith, &c. To our right trusty and right entirely beloved cousin, Charles, Duke of Norfolk, Earl Marshal, and Hereditary Marshal of England, greeting. Whereas, We, taking into our royal consideration the great zeal, courage, and perseverance manifested by our trusty and well-beloved James Lucas Yeo, Knight, Commander of the Royal Portuguese Military Order of St. Bento d'Avis, a post captain in our royal navy, and commander of our ship the *Confiance*, on various important occasions, and more particularly on the fourth day of June, 1805, when, being first lieutenant of our frigate the *Loire*, he, at the head of fifty men belonging to our said ship, attacked the town and forts of El Muros, on the coast of Spain, defended by upwards of 250 men, and having with his own hand slain the governor of the said town, he stormed and carried the same; on which occasion the French privateer, *Confiance*, together with a brig of 20 guns and several small vessels, surrendered to our said frigate the *Loire*: and considering also the distinguished skill, valour, and intrepidity displayed by the said Sir James Lucas Yeo, at the recent reduction of the colony of Cayenne by a British and Portuguese force under his command, amounting to four hundred men; although the said colony was defended by fortifications mounting two hundred and twenty pieces of ordnance, and by 1200 men, We are desirous of conferring upon the said Sir James Lucas Yeo such a mark of our royal favour as may evince the sense we entertain of his great merit and distinguished valour,



and have thought fit to grant unto him certain honourable armorial distinctions, whereby his faithful and zealous exertions in our service may be conveyed to posterity. Know Ye, therefore, that We of our princely grace and special favour, have given and granted, and by these presents do give and grant, unto the said Sir James Lucas Yeo, our royal license and authority, that he and his descendants may bear the armorial ensigus following; that is to say, "On a cheveron between two Towers in Chief, and a representation of the Star of the aforesaid Royal Portuguese Military Order of St. Bento d'Avis in base, a Cross Flory between two anchors, all within a bordure charged with crescents; and, on a chief wavy, a representation of the town and forts of El Muros aforesaid; and for crest, issuant from a naval crown, a ram's head, holding in the mouth a branch of laurel," together with the motto "CONFIANCE;" the whole as in the painting hereunto annexed, provided the same be first duly exemplified according to the laws of arms, and recorded in the Herald's Office; otherwise this our license and permission to be void and of none effect. Our Will and Pleasure therefore is, that you, Charles Duke of Norfolk, to whom the cognizance of matters of this nature doth properly belong, do require and command, that this our concession, and especial mark of our royal favour be registered in our College of Arms, to the end that our officers of arms and all others upon occasion, may take full notice and have knowledge thereof: And, for so doing, this shall be your warrant. Given at our Court at Saint James's, this thirty-first day of May, 1810, in the fiftieth year of our Reign.

By his Majesty's command,



Subsequently to the date of the above, his Majesty was also pleased to confer upon Sir James Yeo the honour of British Knighthood.

Sir James Yeo's ship was paid off, after her arrival in England, and, at present, he is not in the enjoyment of any command.

Few have as yet been the years of this distinguished officer; but they have afforded many happy earnest of the future; and we are not without a well-founded expectation, that, in due time, the present memoir will serve only as an introduction to a more extended biography, comprising many valuable and splendid additions to the naval history of our country.

## HERALDIC PARTICULARS.

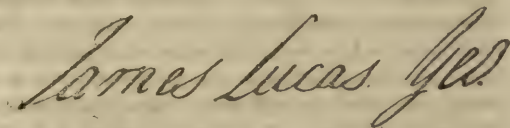
Captain Sir James Lucas Yeo, of Merry Oak, in the county of Southampton, is the son, as already mentioned, of James Yeo, Esq. formerly Agent Victualler, at Minorca.—He is unmarried.

ARMS.—Azure, on a cheveron between two towers in chief or, and in base a star representing the star of the Royal Portuguese Order of St. Bento d'Avis proper, a cross flory vert, between two anchors erect sable, all within a bordure argent, charged alternately with crescents gules, and ermine spots; on a chief wavy, a representation of the town and forts of El Muros, also proper.

CREST.—A naval crown or, therefrom issuant a ram's head, holding in the mouth a branch of laurel proper; over the head an escroll, with this motto, "Esto Perpetua."

MOTTO, under the arms.—*Confiance.*

The subjoined is a fac-simile of Sir James Yeo's hand-writing:—



NAVAL ANECDOTES,  
COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

CURIOUS NOTICE RESPECTING THE HON. CAPTAIN DIGBY.

IN the first volume of LYSONS's *Magna Britannia*, page 585, it is mentioned, that "the register of Isenhampsted, or Iselhampsted-Cheneys (Bucks) records the burial of the Hon. Captain Francis Digby, (son of George Earl of Bristol) who was slain in the great sea-fight with the Dutch, 1672."—Charnock, who evidently must have copied from some old writer, without attending to the lapse of time, says:—"His body was deposited in the vault of his mother's\* family, at Cheneys, in Buckinghamshire, in an open coffin, and is YET entire, except the loss of some teeth and toe-nails, which have been stolen."

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\* "She was the Lady Anne Russel, second daughter of Francis Earl of Bedford."

## CONVERSION OF THE ST. RAPHAEL INTO A DRY DOCK.

THE St. Raphael, one of the Spanish line-of-battle ships taken by the squadron under the command of Sir R. Calder, being found in too bad a state for a sheer-hulk, has been purchased by Mr. Hawker, of Plymouth, for the purpose of being made into a dry dock:—the stern is to be cut off, and a pair of gates hung in its stead.—A ship of a similar class was used for the same purpose in the River Thames some years since, and made a profitable return to the undertaker. It is to be lamented that one of the same kind is not introduced at Plymouth. Stonehouse Pool is a favourable spot, and there is little doubt but it would turn out a good speculation.—The St. Raphael was sold for 1,870*l*.

## IMPROVED CONSTRUCTION OF NAVAL ORDNANCE.

AN ingenious young man, an assistant in one of the Public Offices at the Presidency of Calcutta, has lately suggested an improvement in the construction of ordnance for naval service. This improvement is simple, and admits of easy explanation. The gun is formed of three separate cylinders lying parallel to each other, and closely joined in their whole extent, each with a separate chamber and separate touch-hole. The gun, or rather the three guns, thus formed, is mounted on its carriage in the usual manner, except that instead of being placed on trunnions, it rests on a strong projecting ring, which is made to embrace the circumference of the gun, near its point of equipoise, and by a cogged wheel it is rendered easily susceptible of being turned vertically on the carriage, so as to bring either of the touch-holes to any particular position. By a proposed improvement in the carriage, it is believed that this triple gun may be worked with the same facility, as any of the guns that are now in common use. The inventor conceives that the gun may be cast and bored in one mass of metal, and it is alleged that a piece of ordnance of this construction, which will carry three 6-pounders, will not exceed the weight of metal necessary for one 12-pounder.

## DISTRESSING EVENT RELATING TO THE BOATS OF THE HERO.

Two boats, belonging to H. M. S. Hero, Captain Newman, were ordered to cruise against the Danish privateers and row-boats, on the 13th of August. One, which was commanded by Lieutenant Jeuks, upset in a violent squall, but, by the great exertions of Mr. Henry Wittenoom, the officer in the other, Lieutenant Jeuks, and seven of his men, were saved, and nine drowned. In this deplorable state, with a boat too deeply laden in consequence of this increase, they resolved to attempt to save their lives by running their boat on shore at Rostock, in which they succeeded, though nearly exhausted, and landed in safety. At that awful period, the night coming on, and the storm increasing, they were (horrible to relate, and scarcely will it be believed in civilized Europe!) again *forced* to sea by the Mecklenburgh soldiers, and abandoned to the fury of the elements, which their boat being unable to contend with, was soon after struck by a wave,



which filled her, and she instantly went to the bottom; three only of her crew being washed ashore by clinging to some spars, and the two officers and fifteen men were drowned! The surviving three declare, that every appeal was made to the officer's humanity to let them stay till the gale abated, and they offered to surrender themselves prisoners of war; but all to no purpose, for they actually drove them to their fate with the point of the bayonet!—Captain N. upon hearing this, instantly sent in a flag of truce, with a letter to the Duke of Mecklenburgh, to demand justice on the heads of those unfeeling brutes, and to request that if the bodies were found they might be decently interred.

Mr. Wittenoom was just entering into his 21st year, and was on the eve of promotion, for bravely capturing, with an inferior force, a few days before, a Danish privateer and her prize.

#### NATATION.

Lately, for a wager of ten guineas, Edmund Austice, Esq. of H. M. S. Cossack, undertook to swim from Plymouth Sound to the Victualling Office Point, which he performed in twenty minutes, to the great astonishment of all the spectators assembled on the occasion.

It is much to be wished that the art of swimming was made more systematically a part of naval education.

#### HUMANITY OF CAPTAIN WEEKES.

THE *Mercury*, Captain Weekes, which lately sailed from the port of Cork for Bristol, encountered one of the most violent gales of wind on the morning of Sunday the 23d of September, 1810, and the following day, which has for a long time been met on this passage. The fury of the gale, and the mountainous sea that rolled, exhibited a tremendous spectacle to the passengers, and the toil, and untiring efforts of the captain and crew, whom neither danger nor fatigue was able to subdue, appeared fully necessary to save the vessel from the rage of the tempest. In this situation on Monday morning, the *Mercury* fell in with the *Hannah* of Milford, Captain Nash, which having run foul of a vessel at sea, was in a situation of peril, that could not be viewed without horror. In the midst of the tempest she was thrown from wave to wave, without a mast standing, and with her crew nearly overcome by fatigue. Captain Weekes, whose own situation was difficult and arduous, saw this miserable vessel about to be momentarily engulfed; and the only alternative that was left, was either to suffer so many fellow creatures to be swallowed in the ocean, without an effort to save them, or to risk the *Mercury* in the attempt. Captain Weekes preferred the resolution most worthy of a brave and generous spirit—he took the dismasted vessel in tow, and after efforts in which a common mind would have sunk, his humanity triumphed, and he brought the *Hannah* safe into Tinby on the Wednesday following. Several ships had passed by this unfortunate vessel, regardless of her signals of distress; for in fact her condition appeared to be beyond relief—it was reserved for the

intrepidity, humanity, and good seamanship of Captain Weekes to save her, and to bring her into port; where the fervent thanks of those he had saved from death, and the applause of the people who witnessed the transaction, were added to the enviable triumphs in his own breast at an action of so noble a stamp successfully performed.

#### RELIEF OF SHIPWRECKED MARINERS.

On the 27th of September last, were exhibited at Yarmouth, before Rear-admiral Lord Gardner, for his report thereon (ordered by the Lords Commissioners of the Admiralty), two boats, with a prompt method of getting them from a beach in a gale of wind, previous to their being sent to the Island of Anholt, with a complete set of apparatus for saving shipwrecked mariners. The first boat was a small one, of 15 feet keel,  $7\frac{1}{2}$  feet beam, and weighed 14 cwt. It had two extended billage boards, of equal depth with the keel, to keep it in an upright position, for the advantages of launching, beaching, and to resist upsetting, with a broad fender of cork surrounding the upper work, to prevent the possibility of being stove; it was filled with water, but the buoyant properties of the air (secured in boxes) kept it so much above the water's edge, that the men rowed it about with the utmost apparent ease, and declared it was in that state able to perform any service that could be required.—The next was a man of war's jolly boat, fitted up with empty oil casks lashed within it to give buoyancy, the billage boards, as before described, to keep it in an upright position, with a stout projecting rope going round its gunwale, serving as a fender to prevent its being stove. The whole expense of thus fitting up did not exceed 3*l.* and it could be put together in a few minutes.

The advantages of this method of giving the properties of preservation to any boat may be considered of great importance to a maritime and commercial country, as many a brave fellow who falls overboard at sea, and perishes in a gale of wind, from the boat swamping, which prevents the possibility of going to his assistance, may thus be saved; also the boats around the coast may be enabled, at a very small expense, to be thus converted into efficient life-boats, by which numerous lives and immense property will be annually saved; particularly since the Lords Commissioners of the Admiralty have signified their intention of providing the full means of security against distress of shipwreck, at the different signal stations along the coasts of these kingdoms.

#### PRIZE AGENTS.

THE Treasurer of the Navy has lately taken away the licenses from two agents for petty officers and seamen, at Portsmouth, for compelling some seamen belonging to the *Elizabeth*, when commanded by the Hon. Captain Curzon, to take slops in part payment of some prize money, which those agents had received for the seamen. We insert this not only in the hope that this example will have a useful operation on all other agents for petty officers and seamen, (as they must now be convinced that there is a protec-

tion for seamen, which will be rendered effectual), but in order also that the captains and officers in his Majesty's navy, who are always disposed to protect the seamen under their command, may be aware of the advantages to be derived from following the very laudable example of Admiral Curzon, who made the complaint in this case.

## AFRICAN HEMP.

A SPECIES of hemp, manufactured from the leaves of a particular kind of palm, which abounds in Sierra Leone and its neighbourhood, has recently been sent to this country; and being made into cord, subjected to experiments calculated to ascertain its strength, as compared with the same length and weight of common hempen cord, the result was very satisfactory—it being found that hempen cord broke with a weight of 43 lbs. three-fifths, while the African cord did not give way to less weight than 53 lbs. two-fifths, making a difference in favour of the latter of 10 lbs. in 43 lbs.

## PATENT APPLICATION OF STEAM.

MR. LENNAKER, of Portsmouth dock-yard, has recently obtained a patent for a method of forcing ships, &c. forwards by the power of steam-engines: Mr. L.'s method consists in a bucket being moved by a sufficient power to and fro in a tube or trunk attached to the vessel, and moved in a direction parallel to it—the vessel is then impelled forward, by the bucket drawing the water in at one end of the tube and discharging it at the other, in a direction parallel with, but contrary to that of the motion of the vessel: for this purpose, both bucket and tube must be provided with valves. Mr. L. conceives that his intention might be applied with advantage in short and coasting voyages, likewise for inland navigation, &c. as he has ascertained that a heavy boat, 31 feet long, might be moved at the rate of nearly four miles, and a sea-going vessel at the rate of six miles per hour.

## NAVAL HAPPINESS.

ADMIRAL PAKENHAM, on landing once at Portsmouth, boasted to a friend, that he had left his whole crew the happiest fellows in the world. Being asked, "Why?" he answered, "*I have flogged seventeen*, and they are happy it is over; and all the rest are happy that they have escaped."

## TIME AND TIDE.

THE question which has long agitated those concerned in working as watermen on the river Thames, and in that character assisting ships up or down the river, viz.—"Whether there are in every 24 hours *two or four tides*; each tide payable, by Act of Parliament, half-a-guinea to each man so employed?" has been determined at the Trinity House, *against* those who contended, that each flood and each ebb was a separate and distinct tide; so making a waterman's pay two guineas in 24 hours; and that it is thus established, that the Act of Parliament, directing the payment of



10s. 6d. each tide, means that sum for both the ebbing and flowing of a tide; this being no more than the flux and reflux of one and the same tide.

#### THE HYDROSTAT.

On the 27th of August, an experiment was made on the Seine, at Paris, with a machine called a *hydrostat*, in presence of two commissioners appointed by the government, and a great concourse of spectators. The result of the experiment proves, that a diver shut up in the machine can remain under water at pleasure, and with the help of pincers, can pick up things at the bottom of the water.

The *hydrostat* is a machine made of copper, in the shape of a deep basket, into which a man is introduced; it is then hermetically closed by a cover in the shape of a cap or helmet, which forms the upper extremity; in the front and back parts of the top, two pieces of glass are fixed, for the admission of light; in the middle the tubes are fixed, one for the introduction of air, another for the expulsion of it, and the third is used as a *porte voix* for the interchange of speech. The articulations of the angles or flexures of this hydrostat are perfectly manageable, and the hands of the diver are covered with leather, in the form of gloves.

#### PROGRESS OF NAVAL ARCHITECTURE IN INDIA.

On Wednesday, the 24th of November, 1809, was launched at Baypoor, on the coast of Malabar, a small ship about 300 tons burthen, built under the direction of Mr. John Crookenden, by order of the government of Bombay, for the purpose of a timber vessel; she was called the *Malabar*, a name in every respect most appropriate, the wood and iron of which she is constructed being the produce of that province. The rigging purchased for this vessel is principally of hemp, the growth of Malabar, made at Baypoor, where a manufactory has been for some time established. We believe that the Baypoor rope has undergone a trial in the marine yard of Bombay, when it was found to be of most excellent quality. A canvas manufactory has also been recently established at Baypoor, which, under the protection of government, may ultimately prove of great national importance.

“BOMBAY, February 10, 1810.—The *Charles Grant*, a new ship of 1,246 tons, was hauled out of dock, and safely warped to her moorings in the stream, in the presence of a numerous party assembled in the dock-yard; and is allowed to be one of the handsomest 1,200 ton ships ever launched. She was built by Jeneign, the Company's ship-builder. Mr. Money, superintendant of marine, performed the usual ceremony of breaking the bottle, but the performance of the established custom of presenting shawls and distributing rose-water and sweatmeats, was, in consequence of its being midnight when the ship quitted the dock, deferred till the next morning. No sooner had she quitted her cradle, than the keel of another ship of equal tonnage was lowered into the dock.”

\*\*\* The Charles Grant arrived with the last convoy from India; and has brought to England upwards of 1800 tons, mostly in hemp, or the *lun* of the Malabar coast. She beat round the Cape of Good Hope in the depth of winter, as dry as a bone, and without losing a single rope-yarn.

We have much pleasure in mentioning this circumstance as a proof of the prosperity of the Bombay dock-yard, and the increasing conviction of the excellence of teak-built ships, which will endure twice as long as oak-built ships of similar classes.

#### FRENCH AND ENGLISH SERVANTS CONTRASTED.

SINCE the foreigner Sellis attempted to assassinate the Duke of Cumberland, foreign servants are not so eagerly engaged by our nobility and gentry as they have been heretofore. A nobleman, however, was called upon the other day by his brother, a naval officer, who had come to town while his ship was refitting, and who on entering the nobleman's room, found him attended by a French valet, who immediately retired. The indignant son of Neptune exclaimed, "how the devil can you retain this *soup maigre* Frenchman in your service, Henry, when so many of your deserving countrymen are wanting employ?"—"You shall know my reason in a moment, Charles," replied the Nobleman, and immediately rang for his valet to tie his shoe strings. Monsieur obsequiously obeyed. "You scoundrel," cried his Lordship, "you hurt me!"—"Me very sorry mi Lor," replied Monsieur. "Psha! you bungling rascal, you'll drag my foot off," cried his Lordship, and beating him about the head, ordered him to send up John, his English footman. Monsieur retired, cringing, bowing, and replying, "Oui, mon bon maitre, oui mi Lor, oui."—The same scene was acted with John, who, on being struck, threw the shoe at his master, and retired, exclaiming, "tie it yourself, my Lord, and be d——d."

#### FISHERY.

WE consider the following account of a new establishment for the encouragement of the home fishery to be equally interesting in a statistical and political point of view. An additional supply of food for the population of these islands, and of hardy sailors for our navy, will, we trust, reward the exertions of the British Herring Fishing Company, intended to be incorporated by Act of Parliament. Capital, 500,000*l.* in five thousand shares of one hundred pounds each; and no individual to hold more than twenty shares.

**PATRONS.**—Duke of Athol, Earl of Chichester, Lord Viscount Melville, Lord de Dunstanville, Lord Glenbervie, Marquis of Huntley, Lord Jocelyn.

**PRESIDENT.**—Lord Sheffield.

**VICE-PRESIDENT.**—Joshua Jepson Oddy, Esq.

**DIRECTORS.**—William Smith, M.P. W. A. Maddocks, M.P. M. Wood, Sheriff and Ald.; George Scholey, Ald.; Nathaniel Brickwood; Kennard Smith; Timothy Stansfeld; William Heygate; John Capel; Thomas Cresswell; James Ebenezer Saunders; and William Wilson.

**AUDITORS.**—Lord George Seymour; Francis Freeling; Charles Welstead; and James Bowen.

The directors have the pleasure to inform the share-holders, that one of the Company's vessels has arrived with a full cargo of fine herrings, cured in the Dutch method, and, under the impression that many of the proprietors may wish to possess some of the first cargo, a few barrels will be re-packed into small kegs for that purpose, and, as soon as they are ready, public notice will be given.

The directors also respectfully inform the share-holders, that a further deposit of 5l. per cent. to be paid at the Company's office, on or before the 1st of November next, is deemed by them sufficient for the accomplishment of their present plan.

THOS. SAUNDERS, Secretary.

*Fishmonger's-hall, 15th August, 1810.*

We are inclined to attach the more importance to the information conveyed in the preceding notice, from its happening to coincide so remarkably, in point of date, with Buonaparte's promises to the Hollanders of what he means to do for the revival of their fisheries, in the following letter to the Commissioners for the Great Fishery :—

“ GENTLEMEN, DELEGATES OF THE SHIP-OWNERS CONCERNED IN THE HERRING FISHERY—I have read with satisfaction your address of the 20th of July, and caused the firstlings of your fishery for this season to be laid before me. I accept the sentiments you express towards me. I know the importance of your labours, both as they conduce to supply my empire with a necessary article of subsistence, and to form a number of intrepid mariners, who will one day shew themselves the worthy descendants of those Hollanders that, under Tromp and Ruyter, ruled the English seas; who, like your ancestors, will cover the Chinese and Indian seas, promote the prosperity of the empire, and become the deliverer of the seas. You may, therefore, always rely upon my entire protection.

“ This letter having no other purpose, I pray God, Gentlemen Delegates, to have you in his holy keeping.

“ NAPOLEON.”

“ *St. Cloud, 30th of July, 1810.*”

#### NATURAL CURIOSITY.

AMONG the innumerable magnificent basaltic columns at the celebrated promontory of Fairhead, in the county of Antrim, almost the northernmost part of Ireland, is a quadrangular prism, 33 feet by 36, on the respective sides, and upwards of 200 feet in height. The depth of water at this point is such, that vessels of considerable burden can ride within a cable's length of it. This column is supposed to be of the largest dimensions of any single shaft in the world; it exceeds that of Pompey's Pillar considerably.



## CORRESPONDENCE.

## THE WAHEBITE ARABS.

## LETTER I.

*" Multa renascen'ur, quæ jam cecidere : cadentq ;  
 Quæ nunc sunt in honore."* HORAT.

*" Many shall rise, that now forgotten lie ;  
 Others, in present credit, soon shall die."*—FRANCIS.

MR. EDITOR,

THE proceedings of the armament prepared at Bombay, to suppress the piratical confederacy that has for a length of time infested the Erythraean (Persian) gulf, have been given to the public in that ample manner which distinguishes your naval communications: but I have not seen recorded on your pages any account of the Wahebbi,\* whose name is much connected with the Iowassimi pirates.—Nor have any of the public prints attempted to afford the European reader any information concerning the places named by the commanding officer on that well-conducted expedition, Captain John Wainwright, of H. M. S. Chiffonée, in his despatches, viz. Ras-el-Khyma, Burka, Linga, Congo, Bunder, Mallum, Hemeram, Kishma, Luft, Kishern, Shenaa, Cove-Chulba, Rumps, Tuzera, Humra, and Magoo, &c. It has, therefore, been necessary for me to make frequent reference to my geographical library in order to supply that deficiency, notwithstanding I was for some time resident in the Levant, during a period when the schismatic Arabs were formidably active, and that my leisure was often employed in observing the state of society and manners in the east, and in the investigation of eastern geography.—Now, Sir, holding it fair that those who derive instruction or amusement from the literary labours of others should not withhold reciprocity, as opportunity offers, and such being a debt that I acknowledge to your publication, of which I have been a pretty constant reader for some years; I beg leave to contribute the result of my researches into Wahebite history, and, incidentally, into the identity of the places named in that formidable list above, for the *pilotage* of some other of your readers over regions more celebrated than known.

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\* Pronounce *Wah-heb-bee*. Travellers, in treating of countries they have seen, are in the habit, and often under the obligation, of using words of the language there spoken. It is, for instance, a matter of necessity when the proper names of people, men, cities, rivers, &c. are in question: and a fruitful source of disorder in orthography is the ignorance or defective ear of travellers, and the negligence of translators in rendering or imitating such words. It is endeavoured throughout this letter to give them according to vernacular pronunciation; accompanied, in some instances, by their primitive or classical appellations, and by their European *nick-names*: to which rule the reader's attention is requested once for all.

Arabia is terminated towards the north-west by a considerable province denominated the Nedjed or Nadjd, extending from El-Hassa ('Lassa) or Hadjar, and the Irrak-Arrabi, to the Hedjaz; and from the Yemmen\* (*Arabia felix*) to the great desert of Syria. The greater part of this province has, from time immemorial, been inhabited by *Bedawi*† (Bedwin) Arabs. That part of it more particularly the object of our attention is mountainous and rather sterile: it contains, however, several towns and villages, parcelled out into distinct lordships, in so much that almost every place is governed by a *Sheik*‡ in some sort independent. Nevertheless, the greater number formerly recognised a sort of paramount sovereignty in the *Sherif* (Pontiff) of Mekkeh (Mecca). Few rivers, and those hardly more than periodical torrents, flow here: wherefore the inhabitants are forced to use deep wells; which adds exceedingly to the toils of agriculture.

The province is divided into two districts, viz. El-Ared, and El-Kerdsh. The former lies towards the country of Hadjar, and contains 19 or 20 towns, of which the most celebrated are El-Ayaën, and Jabrin. The latter is in the S.W. quarter, and also contains several places, of note among the Arabian authors.

With respect to the people it has been already mentioned that the Nedjedi are Bedwins. The descriptions of that extraordinary nation, which are familiar to most readers, therefore apply equally to them. It will, consequently, be evident to the eye of the politician, that their national character must be tinged by the vices and virtues incidental to a state of barbarism.

Although some of the Nedjedi inhabit cities and towns (where a certain degree of trade must be carried on, and where, of course, the state of society and manners be somewhat different from the rural districts) by far the greater proportion are constantly under the tent. The most usual and necessary arts of civilized life are so imperfectly known, that their skill in mechanics has barely attained the construction of a plough. Their food

\* The Sheba or Saba of the bible?

† *Bedawi* (Bed-â-wee) formed of *Bid*; wilderness, solitude, country without habitations.

‡ *Sheik* signifies properly an elder, *senior populi*; which has taken the same acceptation in the east as with us, and designates, generally, a lord, a commander, but sometimes in a more limited sense, a principal, a director. In the mountainous parts of Syria it means simply a country landholder of property and influence.—This word affords a remarkable instance of the variety that prevails in the mode of representing sounds borrowed from a foreign language, alluded to in the preceding note, being written *chek* or *chaik*, *schech*, *sciech*, *szech*, and *chej*, according to a French, German, Italian, Polish, or Spanish medium. Besides the preceding definitions, the term *sheik* sometimes takes the sense of *santon*, *hermit*, *idiot*, or *maniac*. The orientals still retain for persons bereaved of their reason the same superstitious respect that obtained in the time of David. It is remarkable that the same Arabic word, *Kabal*, or *Kabat*, signifies epilepsy and satanic obsession. The leading *sheik* of a country is usually styled *Sheik-es-shiâk*: i. e. "Sheik of sheiks;" but sometimes bears the title of *Emir* (*emmeer*) i. e. prince.

chiefly consists of milk, dates, and unleavened bread: their weapons are a spear, a case-knife, with sometimes a match-lock gun: and the moveables of a whole family seldom exceed a camel's load. They breed horses, asses, sheep, and camels; which, together with their butter, cheese, and wool, they send to Basra\*, and sometimes to Baghdaad,† for a market. They sow wheat and barley, and also plant date-palms, in certain places: some even cultivate rice on the lands flooded by the Shat-el-Arab (river of the Arabs), which is the name that the *Didjel* (Tigris) and *Afrat* (Euphrates) take after their confluence below Korna.‡

As to their religious belief, it was prior to the schism we are about to investigate, Mohammedan. Few persons are ignorant that the religion of Mohammed, like most others, is divided and subdivided into sects; and that the Turks are attached to that of Sunni (orthodox) while the Persians have embraced that called by some in a qualified sense *Adlieh*, or Justiciaries, but which the Sunnites (who deal out damnation to those who differ from them, with fervour that would do honour to a puritan) brand by the epithet of *sheah*, that is to say, sectarism. But it is not generally known, that in Arabia, the cradle of Islamism, the following varieties have long prevailed, viz. 1. The Sunni; the most numerous, and also of the most note, in as much as it predominates at Mekkeh and Medinne. 2. The Sheah; its followers are, in some of the more eastern parts of the peninsula; but its principal seat is along the borders of the Persian gulf, and in the islands, especially those known to European navigators, under the name of Bahrein.§ It also comprehends the nation in Syria called Motualli. 3. The Zeïdi; in parts of Yemeu. 4. The Beïazi; which is the principal sect in Oman. Besides these grand divisions, there are minor schisms *ad infinitum*, which like zealots all over the world, reciprocally stigmatize each other. Even the primary and orthodox *genus* of Sunni, admits of four legitimate *species*, viz. Shaffei, Hanefi, Malekki, and Hanballi, with their respective chapels within the consecrated precinct of the Kaaba (called also Kiabeh) at Mekkeh. Hence the Arabs, more familiarized with diversity of opinion on religious matters, are considerably less intolerant towards foreigners than the Turks. The Bedwins, in particular, although they style themselves

\* Basra (Bassora) is on the western bank of the river of the Arabs, about 15 leagues from its mouth in the Erythrean Gulf, and lies in 30° 30' N. lat. and 47° 1' E. long. from Greenwich.

† Baghdaad (Bagdad) is situated on a plain by the eastern bank of the Tigris, in latitude 33° 19' 40" N. and 44° 24' 45" E. long. It was founded in the year 140 of the Hidjrah (*Hegira*) A.D. 762, by the second Abassid Kalif, named Al-Mansor-Aboo-Iaffar.

‡ The *Pasitigris* of the ancient Greek authors: the *Sinthus* of Arrian.—*Vide* Peripl. Mar. Erythræi, p. 21.

§ Called by natives *Awal*. *Vide* Ab'ulfeda (*Descript. Arabie* p. 3, in the collection *Geograph. Vet. Scriptor. Græci Minores*, vol. iii.). An erroneous Latin translation of the Arabic led D'Anville into one of his very few mistakes; that of giving the name of *Awal* to the domain of Ser.



Mussulmans, care, in fact, so little about Mohammed, and puzzle themselves so seldom in unravelling the dogmatical intricacies of his book, that the Wahebite schism has never had to encounter but a very partial and that an interested persecution, and it is not visionary to speculate upon a great religious and political revolution in Asia. There are, besides, found, in the Nedjed, here and there, some Sabaeans (Christians of St. John), and a very few Jews. Although the Nedjedi were as humane, as hospitable, and as honest as the other Arabs, according to relative circumstances, yet fanaticism has been so far accompanied by its usual attendant cruelty, that they are accused of massacring any one who, within their precincts, should dare to articulate the symbol of the Mohammedan belief, or attempt to introduce any other form of religious worship.

Towards the end of the seventeenth century, there was born in the tribe of Iemin, inhabiting the town of El-Ayaer, an individual afterwards known to the world by the name of Abd'el-Waheb. His parents were opulent; and his education was carefully superintended by one of his uncles, settled at Damashk\* (Damascus), to whose guardianship he was committed in infancy, and by whom he was brought up. This uncle was at the head of a respectable commercial establishment, and his nephew, pursuing the same line of life, speedily realized considerable property; till a taste for abstract speculations led him to quit trade, and he entered into a *Deroishi* college. There he passed several years in religious studies, and also in polemic controversy with the Mollas and Immaams† of that city. His opponents being in possession of power (churchmen being every where so alike) the consequence was persecution, and the result, that he was obliged to flee from Syria. Thus he returned to his native country at the age of 40.

Preceded by a brilliant reputation supported by uncommon erudition, he met with a distinguished reception in the Nedjed, where he soon attained the first place among the Immaams and lawyers in his native place, and found himself at the head of a numerous party. It was now, that vain of their numbers, and intoxicated by admiration, he became ambitious of power; and, as the means of attaining it, he bethought himself of aping

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\* The reader is, perhaps, aware that Niebuhr, the Danish traveller, and some other respectable authorities, say that Abd'el-Waheb was educated at Basra, and that he afterwards travelled to Bagdad, and into Persia; but the writer relies rather upon a MS. memorandum made in Turkey. It is to be noticed that this city is named Damashk, or Dameshk, by the geographers only; the popular name being, according to the constant usage of calling the metropolis after the country, El Sham. The Arabs not having adopted the Greek nomenclature designate Syria by the name of *Bar-el-Sham*, i. e. "country of the left," and the S.E. parts of Arabia, Africa, &c *Yamin*, "country of the right," indicating for chief place some intermediate spot, which seems to be Mekkeh. The people of antiquity who worshipped the sun at his rising, always described locality as supposing the observer fronting the east. The Arabic allusion to that worship in the denominations just pointed out, prove both the pre-eminence of that city prior to Mohammed's time, and confirm the existence of solar worship at the temple of the Keabéh.

† Sometimes improperly written *Iman*.

the example of his great countryman, the Arabian prophet and law-giver.

Abd'el-Waheb, absent so many years as to have no familiar associates, re-appeared in his country as an inspired teacher. He spoke in the name of God, he was listened to—He was eloquent, and he persuaded.

Insurmountable difficulties have hitherto attended the researches of foreigners into the Wahebite religious tenets and political organization. Even the pains-taking Niebuhr himself was so unsuccessful in his endeavours, that, although he passed some time in their neighbourhood, he acknowledges that he can say nothing positive on the principles of their religious belief. It appears, however, that Abd'el-Waheb began his apostolical career by insinuating among his more confidential pupils, that, although the true religion was, undoubtedly, that promulgated in the name of *Aila* by his servant Mohammed, in its primitive purity; yet that very religion which had overthrown the idols of paganism, had itself degenerated and been vitiated by enthusiastic professors, till it was become scarcely less polluted than the former. Such are the ostensible professions of reformers; and there does indeed appear a certain resemblance between parts of the Arabian reform and that of the fifteenth century.

Abd'el-Waheb presented to his countrymen a religion freed from alms, ablutions, and puerile ceremonies. He preached the pure and simple belief of one God, all-just, all-good, and ever ready to pardon faults committed by the infirmity and imperfection of human nature in this world of sin and sorrow. A dispensation from long and painful abstinence \* could hardly fail to suit men in a state of poverty, doomed to wander through arid deserts; whose aliments were neither varied nor abundant. He declaimed against the invocation of any other name in prayer than that of the Supreme being; declaring that although Moses, Jesus, and Mohammed, &c. were in truth inspired men, yet that praying for their mediation was derogating from the godhead, and pilgrimage to their shrines idolatrous. That no book, however holy, was ever literally dictated by the angel Gabriel, nor by any other celestial being. That vows made in cases of peril were of no merit, and did not impose obligation. In fine, that every institution not warranted by the closest adherence to the primitive text of the sacred code was

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\* The Rammazan is a fast of one lunar month; which the Mohammedans do not keep like the Christians, by a mere change of diet, but by a total abstinence from food or refreshment during the time the sun is above the horizon, or, according to the literal text of the precept, *so long as a white thread be distinguishable from a black one*. This is very trying for the labouring classes who have to perform a day's work, perhaps exposed to the sun, without one drop of beverage. But it is less severely felt by the more opulent classes, who contrive to pass the night in festivity, and can dose the day away, in a climate where its length is not liable to much variation. This very circumstance was once victoriously, if not successfully, urged by the writer (although no polemic) to a candid Mussulman, against the divine origin of a religion, the ritual observance of which physically depended upon difference of latitude: for the insupportability of a whole day's fast under the Arctic circle during some seasons was obvious and undeniable.

condemned as detestable. And the Koran, the whole Koran, and nothing but the Koran,\* speedily became the watchword of the Nedjedi; to whom these tenets, although different from those of orthodox professors in Turkey, did not appear to offer so great a contrast with their own latitude of thinking as to appear impious.

But the attempts of the Wahebites to reduce their theory to practice, gave umbrage to the rulers of that country. The leading Sheikh had recourse to the routine of authority to suppress the heresy, and to put down the teacher; whilst Abd'el-Waheb, better versed in the progress of public opinion than those who exercised the government (as is sometimes the case in other countries besides Arabia), resolved to render persecution the instrument of triumph. Accordingly, heading his partizans, he at once fell upon the dwelling of the Grand Sheikh, and upon the houses of his relatives and principal officers. For three days the contest was maintained with fury, when the innovators, every where successful, at length drove the old Prince and his supporters, not only from the town, but from the territory, even into the desert, and Abd'el-Waheb became the Sheikh, Emir, Mufti, and Immam of the Nedjed.

This was in 1742, the true epoch of the Wahebite revolution in church and state: but the struggle between the conformists and non-conformists was not at an end for more than twenty years afterwards. For the deposed sovereign contrived to harass the usurper by a desultory warfare of that continuance, till at last, weakened by continual losses, and no longer able to make head against his successful rival, he took refuge at Zobeir (a village supposed to be on the site of the antient *Bostra*, about two leagues S.S.W. from Basra), and there peopled a small city with the remnant of his subjects.

From the period of Sheikh Abd'el-Waheb's assuming the reins of government, and being recognized as the Patriarch of the new sect, a considerable chasm exists in the Wahebite annals, as brought to the knowledge of the European public, which we must endeavour to fill up as well as we can.

NEARCHVS.

(To be continued.)

MR. EDITOR,

**I** READ every thing which relates to the British navy with the greatest pleasure; of course the NAVAL CHRONICLE is to me a great source of entertainment. It appears, however, to me, that in giving an account of actions at sea, we frequently have the number of guns which the enemy carry, while our ships are only put down at what they are rated. I wish to refer in particular to the taking of the Piedmontaise by the San Fiorenzo, where we are told that a thirty-eight gun frigate, superannuated, fought three actions with a fifty-gun frigate, which were long eighteen-pounders,

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\* To be understood as purged from the corruptions of scribes, or the commentaries of casuists.



and thirty-six pound carronades; that she overcame and captured her. I have been told that most ships of war carry more guns than they are rated at; I hope, therefore, one of the professional gentlemen who contribute to your CHRONICLE will explain this to us laudinen. I could wish likewise that it were settled among the navy gentlemen whether under *way* or under *weigh* is the right expression. I confess it appears to me that after the anchor is *weighed*, the vessel is under *way*. By explaining those two articles you will oblige a sincere well-wisher to the Wooden Walls of Great Britain and to your NAVAL CHRONICLE.

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## METROLOGY.

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MR. EDITOR,

**D**OUBTLESS many of your readers, like myself, have lately felt some degree of impatience at meeting with an article in the newspapers, describing the quantities of colonial produce Buonaparte has *nabbed*\* by means of the incorporation of Holland; wherein the accompt is stated in the French weight called *Kilogramme*, viz.

|                                                          |               |
|----------------------------------------------------------|---------------|
| COFFEE.—Amsterdam .....                                  | 2841156       |
| Rotterdam .....                                          | 1046980       |
| Dordt, &c, .....                                         | 461171        |
|                                                          | <hr/> 4349307 |
| COTTON.—In all Holland.....                              | 734854        |
| SUGAR.—All at Amsterdam.....                             | 757497        |
| INDIGO.—Bengal 99547, other sorts, making together ..... | 112133        |

On turning back to look for an explanation of the term, I was induced to refresh my memory more completely upon the subject by wading through the whole system, and as I did not meet with all the particulars I required in any one book, the task was tedious and tiresome. At length, however, I succeeded in making out the following metrological *conspectus*; which struck me as susceptible of being rendered useful to an estimable class of your readers, whose avocations, by not leaving them leisure or opportunity for the study of languages, may expose them to disappointment and disgust in the pursuit of knowledge. Besides, as I do not recollect having met with any such statement in English, I am not sorry to contribute my mite towards the general stock of useful information, through a medium where I am sure it will not be thrown away.

An ancient author observes, that it is sometimes allowable or expedient to borrow a leaf from your enemy's book, as the common phrase tritely

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\* *NAB*. verb transitive from the Swedish *nappa*. To catch unexpectedly. To come upon unawares.—(*Ash's Dictionary*.)

expresses it.\* Now although I am very far from being an admirer of innovation, or an *amateur* of the French Revolution in theory or practice; still I cannot help thinking the decimal metrology of France one of the few good things which have arisen out of that lamentable subversion; and, as such, entitled to the attention of a nation where national improvement is a national pursuit: in my humble opinion, a concordance of weights and measures is entitled to a place in that series of beneficial legislation which comprehends the abolition of the Slave Trade, the Catholic Emancipation, the Liberty of the Press, the Trial by Jury, the Reform of our Parliamentary Constitution, and the Public Highways. The uncertain and anomalous customs that prevail in our provincial markets† are inconvenient to individuals, disadvantageous to trade, unworthy of the age and the country, and deserve to be superseded by those scientific regulations adopted by republican, and preserved by imperial France, when the decadary calendar, and most other revolutionary schemes, have been consigned to oblivion.

All the measures of the French metrical system rest upon one sole basis, found in nature, the quarter of the terrestrial meridian; and the divisions of these measures are all subjected to the decimal order employed in arithmetic. A beautiful simplicity characterizes the whole, and will be found even in the order of nomenclature, notwithstanding the stumbling block of some apparently *crabbed* names.

The result of the operations formerly carried on to measure the meridian which traverses France, has given 57027 *toises*;‡ from whence, for the 90 degrees which compose the quadrant of that arc, are found 5132430 T. This last quantity divided by 10 millions, gives a length of three feet 11 lines 44 hundredths; which has been chosen for the primary unit of linear measure, and to which has been given the name of *Mètre* (Meter).§

For the unit of agrarian measure, there has been taken a square, whose side is 10 meters, which is called *Arc*; for that of measures of capacity a cube whose side is one-tenth of a meter, to which has been given the name *Litre* (pron. *Littre*): and for that of solid measure a cubic meter, named *Stère*: lastly, the thousandth part of a litre of distilled water, weighed *in vacuo*, and at the temperature of melting ice,|| has been chosen as the unit of weight, under the name of *Gramme* (Gram.)

The monetary unit is a piece of silver weighing five grams, containing

\* *Fas est et ab hoste doceri.*

† Vide THE PILOT of Saturday, the 8th of September, in which is inserted an interesting decision by the magistrates of Gloucester, on an information charging a corn-dealer with having sold a quantity of wheat by a measure different from the Winchester bushel.

‡ The old measures in this statement mean French when not otherwise expressed. The *toise* contained 6 Parisian feet, denominated *Pied-de-roi*, which bears the same proportion to the English foot as 1068 to 1000, according to Delalande and Tilloch; but 16 to 15, besides a very small fraction, is in the writer's opinion an approximation preferable for most purposes.

§ *Mètre*, 36 inches 11,296 lines.

|| 0 Degree of Réaumur — 34 degrees Fahrenheit,

one-tenth alloy, and nine-tenths pure, to which has been applied the term *Franc* (Frank). Hence may be seen, that all the units of the system are derived from the meter, and consequently refer to the quarter of the terrestrial meridian.

The following table shews the nomenclature of these different measures, of their divisions, and of their multiples, such as was decreed by the legislative body: at the end of this table are the new divisions of the circle, and of the day, in decimal parts; those of thermometers and barometers, and the application of the new measures to marine uses:—

## LONG MEASURE.

|                                 |   | Toise. | f. | in.   | lin. |
|---------------------------------|---|--------|----|-------|------|
| Myriameter, 10000 M.....        | = | 5132   | 2  | 5     | 4    |
| Killometer, 1000 M.....         | = | 513    | 1  | 5     | 4    |
| Hectometer, 100 M.....          | = | 51     | 1  | 11    | 4    |
| Decameter, 10 M.....            | = | 5      | 0  | 9     | 6,4  |
| Meter .....                     | = | 3      | 0  | 11,44 |      |
| Decimeter, 1-tenth M.....       | = |        | 3  | 8,34  |      |
| Centimeter, 1-hundredth M.....  | = |        |    | 4,43  |      |
| Millimeter, 1-thousandth M..... | = |        |    | 0,44  |      |

## LAND MEASURE.

|                                |   | Square toises. |
|--------------------------------|---|----------------|
| Myriar, square kilometer ..... | = | 263416         |
| Killar .....                   | = | 26341,6        |
| Hectar, square hectometer..... | = | 2634,16        |
| Decar .....                    | = | 263,42         |
| Are, square decameter.....     | = | 26,34          |
| Deciar ....                    | = | 2,63           |
| Centiar, square meter.....     | = | 0,26           |

## LIQUID MEASURE.

|                                   |   |                      |
|-----------------------------------|---|----------------------|
| Killolitre, Metercube.....        | = | 29,2032 cubic feet   |
| Hectolitre .....                  | = | 2,9203               |
| Decalitre .....                   | = | 0,2920               |
| Litre, Decimeter cube .....       | = | 50,4641 cubic inches |
| Decilitre .....                   | = | 5,0464               |
| Centilitre .....                  | = | 0,5046               |
| Millilitre, Centimeter cube ..... | = | 0,0505               |

## SOLID MEASURE.

|                                  |   |                    |
|----------------------------------|---|--------------------|
| Stère, cubic meter .....         | = | 29,2032 cubic feet |
| Decistère .....                  | = | 2,9203             |
| Centistère .....                 | = | 0,2920             |
| Millistère, cubic Decimeter..... | = | 0,0292             |

## WEIGHT.

|                                                     |   | *lb. | oz. | gros. | gr. |
|-----------------------------------------------------|---|------|-----|-------|-----|
| Myriagram .....                                     | = | 20   | 7   | 0     | 58  |
| Killogram (weight of cubic decimeter of water) .... | = | 2    | 0   | 5     | 49  |



|                                                      |   | oz. | gros. | gr.    |
|------------------------------------------------------|---|-----|-------|--------|
| Hectogram .....                                      | = | 3   | 2     | 12,1   |
| Decagram .....                                       | = |     | 2     | 44,41  |
| Gram (weight of cubic centimeter of water) .....     | = |     |       | 18,841 |
| Decigram .....                                       | = |     |       | 1,884  |
| Centigram .....                                      | = |     |       | 0,188  |
| Milligram (weight of cubic millimeter of water) .... | = |     |       | 0,019  |

## MONEY.

The unit, denominated frank, is to the old *Livre-Tournois* as 81 to 80.

|              |   | Livres | Sols | Deniers |
|--------------|---|--------|------|---------|
| Frank .....  | = | 1      | 0    | 3       |
| Decime ..... | = | 0      | 2    | 0,3     |
| Centime..... | = | 0      | 0    | 2,43    |

The gold coin contains, like the silver, nine-tenths pure metal, and one-tenth alloy: it was not settled at the same time, but a Decree, dated 12th September, 1810, in regulation of the currency of France, orders, that the old gold coin of 48 *livres*, shall be valued at 47 *francs 20 cents*; the gold coin of 24 *livres*, (*Louis-d'or*) at 23 *francs 55 cents*; the silver coin of six *livres*, at five *francs 60 cents*; and the silver coin of three *livres*, (*écu*) at two *francs 75 cents*.

## THE SPHERE.

|                                               |                          |
|-----------------------------------------------|--------------------------|
| The quadrant of a circle is divided into..... | 100 degrees.             |
| The degree .....                              | 100 minutes.             |
| The minute.....                               | 100 seconds.             |
| Length of degree .....                        | 100000 meters.           |
| —— minute .....                               | 1000                     |
| —— second .....                               | 10                       |
| Mean <i>radius</i> of the earth.....          | 6366198                  |
| The degree is equal to .....                  | 54' of the old division. |
| The minute .....                              | = 32",4                  |
| The second .....                              | = 0",324                 |

## ASTRONOMICAL DIVISION OF THE DAY.

|                  |   |    |              |
|------------------|---|----|--------------|
| The day.....     | = | .. | 10 hours,    |
| The hour .....   | = | .. | 100 minutes. |
| The minute ..... | = | .. | 100 seconds. |

Length of the pendulum to vibrate decimal seconds, at 50° latitude (new), 741 millimeters 37 hundredths; answering to 45° latitude, and to 27 inches, 396 thousandths (old).

## PNEUMATICS.

The thermometer is graduated by 100 degrees from the freezing point to that of boiling water: 10 degrees of this thermometer make nine degrees of Réaumur, and 18 of Fahrenheit.

The barometer-scale is divided into centimeters; and the superior centimeters are divided into millimeters.

## THE MARINE.

The weight of the cubic meter of distilled water, equal to 2044 lbs. (*poids-de-marc*), may be substituted to the ton.

The log (or lock) line should be divided into decameters; that is to say, each knot will be worth a second of an arc of the earth, new measure.

The minute glass serving to measure the run should be of 40 decimal seconds. The run of one knot would answer to 2,5 kilometers *per hour* (decimal) or to 25. *per day*.

The quadrant of the compass should be divided into 10 points, and the point into 10 degrees.

## MISCELLANEOUS RECOLLECTIONS.

The old Parisian *aune* (ell), now replaced by the meter, contained 3 feet; 7 inches, 10 lines 5-6th (See *Mémoires de l'Académie*, 1746), whence it will be found that the proportion between the ell and the metre is very nearly as 19 to 16.

The myriameter, or principal itinerary measure, is to the old post league of 25 *per degree* as 9 to 4, and the kilometer, which may also serve for measuring distances, is to that same league as 9 to 40.

The old measure, called great *arpent* (acre), of the waters and forest department, contained 1344 square toises. This is now represented by the hectar of 2684 r.—These two measures are to each other about as 25 to 29. The decar, which is about one-fifth of a great *arpent*, may equally serve for field measurement. The litre is a little larger than the old Parisian pint, but by 1-20th only, or more exactly 2-41. The killo-litre contains 1051 pints, according to Lacroix.

|                           |   |                    |
|---------------------------|---|--------------------|
| The English Shilling..... | — | 1 fr. 23 centimes. |
| ———— lb. Troy .....       | — | 372,6 Grams.       |
| ———— lb. Avoirdupois..    | — | 453,1 Grams.       |
| ———— Foot .....           | — | 304,7 millimeters. |

Since the digestion of the preceding memoranda, I have observed the following apposite information in the daily papers, "Amongst the numerous measures recently adopted by the Court of Sicily for the public benefit, is an equalization of weights and measures, under the direction of the Astronomer Royal of Palermo, Piazzi."†

I remain, Sir, your constant reader and occasional Correspondent,

PHILOTECHNES.

MR. EDITOR,

THE following correspondence, and affidavits, will remove all doubts and apprehension respecting the existence of the sailor, Jeffery, *marooned* upon the island of Sombrero about three years ago, by the then commander of the Recruit brig of war, who was cashiered for that act of oppression. It appears that the letter to Mrs. Coad was written to that person at the suggestion of several gentlemen of Plymouth. As the offending officer has been punished, and the man has been preserved; and as we surely do not

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† We should greatly rejoice to find similar measures enforced here.—EDITOR.

stand in need of any artificial stimulants to the public mind in these times, it is desirable that the subject may now be laid at rest. If you think so with me, you will please to contribute thereto by affording to the following documents the publicity of the NAVAL CHRONICLE.

ALFRED.

"MADAM,

"*Plymouth-Dock, September 11.*

"Several gentlemen of this town, who feel themselves interested in the fate of your son, R. Jeffery, late of the Recruit, have requested me to write to you, for the purpose of ascertaining, if possible, whether he be living or dead. The papers in general have published statements, purporting that he was taken from the island of Sombrero by a vessel belonging to Marblehead, and that he now lives in the province of Massachusetts, America.—Now, as it appears that he was a particularly dutiful and affectionate son, and one who let slip no opportunities of writing to you while on board the Recruit, it is probable that, if living, he has written to you; and this, of course, would place the fact of his existence beyond a doubt.

"Have the goodness to excuse the trouble which I give you on this subject, and rest assured, that nothing but a participation in that lively interest in the fate of your son, which pervades all parts of the British Empire, could have induced me to have intruded on your time.

I am, &c.

"*Mrs. Coad, Polpero, Cornwall.*"

"\*\*\*\*\*"

"SIR,

"*Polpero, September 14, 1810.*

"This evening's post brought me the favour of your's of the 11th instant, for which be pleased to accept my humble thanks. In reply to your obliging inquiries respecting my unfortunate son, I have to inform you, that I have had no other account than those published in the papers, until this evening. So long time had elapsed since the account published, that my doubts had overcome my hopes of his existence, and I took the liberty of troubling Mr. Whitbread, who interested himself in his behalf, expressing my fears, that I thought the man who was capable of putting him on the island, was also capable of \*\*\*\*\* to utter his fabricated story, and if I could be assured to the contrary, it would be the happiest moment of my life; for the torture of suspense which I feel cannot be described. I yet think, if my son were living, and had given his deposition, as stated officially, that he certainly would have written to me; and I also think, that if he really was the person, they would have pressed him to write to me to convince me and the public of his existence. I have also requested to have a letter sent to him; but have yet had no answer or opportunity of so doing. I shall subjoin an extract from a letter to Mr. Whitbread, from the Secretary of the Admiralty, in answer to his letter, which he has enclosed to me, and sent here. I shall feel it my duty to give you any information in my power at any future time, and am much obliged for the trouble you and your friends have taken; and am, Sir, your obedient servant,

"HONOR COAD (late JEFFERY.)"



## ENCLOSURE.

“ *Admiralty, September 11.*”

“ ——— of Jeffery’s mother, as she seems to say that nothing but a letter from him will satisfy her. I have no such letter to send you; and have only to assure you, that we have received official information of his having been living and well a few months ago, in America; and I have also some reason to expect that he will, at no great distance of time, come to England. I am, dear Sir, faithfully, your’s,

“ *S. Whitbread, Esq.*”

“ J. W. CROKER.”

“ *Office of His Britannic Majesty’s Consul.*”

I, Andrew Allen, jun. his Britannic Majesty’s Consul for the States of Massachusetts, New Hampshire, Rhode Island, and Connecticut, do hereby certify that William Stevenson, Esq. is a magistrate for the county of Suffolk, in the State of Massachusetts, and that Robert Jeffery made oath before him in my presence.

“ Given under my hand, and seal of office, at Boston, in the State of Massachusetts, this 14th day of July, in the year of our Lord 1810.

(Signed)

“ W. S. SKINNER,

(L. S.)

“ Pro Consul.”

“ Boston, } UNITED STATES OF AMERICA, COMMONWEALTH OF MASSA-  
Suffolk, } CHUSETTS.

“ On this 14th day of July, in the year of our Lord 1810, before me, William Stevenson, Esq. a Justice of the Peace for the county of Suffolk, by legal authority appointed and sworn, and dwelling in Boston aforesaid, personally appeared Robert Jeffery, and made oath, that the affidavit hereunto annexed contains the truth and nothing but the truth.

“ In testimony whereof I have hereunto set my hand and affixed my seal of office, the day and year above written.

(L. S.)

WILLIAM STEVENSON, Just. Peace.

(COPY.)

*At Wenham, County of Essex, State of Massachusetts, in the United States of America, June 17, 1810.*

Personally appeared Robert Jeffery, blacksmith, who, being interrogated and examined, declares as follows, viz.—

“ That he is twenty-one years of age; was born at Polpero, in the county of Cornwall, Great Britain: That, in the summer of 1807, he shipped himself at Polpero aforesaid, on board the privateer schooner *Lord Nelson*, of Plymouth, commanded by ———

“ That the schooner, about eight days afterwards, put into Falmouth, where he was impressed by an officer belonging to, and carried on board of his Britannic Majesty’s brig *Recruit*, of 18 guns, commanded by ——— Lake, and appointed armourer’s mate, and soon afterwards sailed in the *Recruit* for the West Indies, where she cruised about three months. The brig’s water running short, the crew were allowanced; and this declarant

being very thirsty, and unable to obtain a sufficiency to quench his thirst, one Saturday evening went to the beer cask, and drew off about two quarts of beer into a bucket, drank about three-fourths of it, and left the remainder in the bucket; one of the crew was present when this took place, and informed Captain Lake of it, who, next day, asked this declarant if it was he who tapped the beer; to which he replied in the affirmative, and Captain Lake ordered the serjeant of marines to put him on the black list.

"That he continued to do his duty as usual, and nothing else particular occurred, until the Sunday following Captain Lake called him aft, and said to him (Sombrero Island being then in sight)—"Jeffery, do you see that island; do you know that I am going to land you on it?"—To which he replied in the negative. Shortly afterwards Captain Lake ordered the boat to be lowered down; the second lieutenant, a midshipman, and four men, to land him on Sombrero island.

"That this declarant wished to take his clothes with him, but Captain Lake denied him them, or any thing else except what he then had upon him; and when the boats landed him the rocks cut his feet, upon which the lieutenant begged one of the men in the boats to spare him a pair of shoes, which he did, and gave him a knife; the lieutenant and midshipman each gave him a handkerchief, and left him on the island of Sombrero aforesaid, the lieutenant having previously recommended him to keep a look-out for vessels passing.

"That Sombrero is a desolate island, without any inhabitant thereon, or sustenance of any kind to support life; and he remained on it nine days without any food, save about a dozen limpets that he picked off the rocks; his drink was sometimes salt water, at other times rain water, which he found in crevices of the rocks after a fall of rain.

"That he saw several vessels pass, and attempted to hail them, but without effect, for they were too distant to hear or see him, until the schooner Adams, of Marblehead, John Dennis, master, came to his assistance, took him off, and landed him at Marblehead, in the county of Essex, aforesaid.

his  
"ROBERT X JEFFERY.  
mark."

Since the receipt of ALFRED's communication, the following additional letter has appeared in the *Morning Herald*, &c. addressed to the Editor, with its subjoined enclosure:—

"SIR,

"The correspondence that lately took place between myself and Mrs. Coade, the mother of the unfortunate Jeffery, the seaman, which was inserted in your own and several other papers, brought forth another document testifying his existence in America. Against the authenticity of this document, the mother of the unhappy victim solemnly protests, and for reasons so obvious and strong, that they deserve particular attention. Subjoined you have an exact copy of Mrs. Coade's letter, setting aside the correction of a few orthographical errors. There are some harsh expressions

made use of in her letter, concerning which you will exercise your own judgment.—I remain, Sir, yours respectfully,

“*Plymouth Dock, October 6.*”

“M. J. C.”

*Copy of Mrs. Coade's Letter.*

“SIR,

“*Polpero, Cornwall, October 4, 1810.*

“I take the liberty to intrude on your time, emboldened by the interest you have taken in the fate of my unfortunate son. I observe a copy of your letter to me, and also of my answer to you, in the public papers, which has been the means of producing another official document respecting the pretended existence of my unhappy child. Of course, you and the country will be now satisfied, that from such information, there can be no doubt of his existence. I have now no doubt myself but that some one has been examined, as therein stated; but I am persuaded that the officers of our government (who in this transaction appear to have done their duty) have been imposed on by that ———. The story is plausible, and calculated to give weight to the testimony; for myself, I believe it is collected from the evidence given on Lake's trial, and the subsequent examinations of my boy's shipmates, &c. There is one thing that forcibly strikes me that it is a *fabrication*—that is, the signature to the affidavit is a *cross*. This I wish you to bear in your mind; and if you think proper to make my letter public, I have no objection (that the country may judge whether the official document be true or false); I have neither the means nor the opportunity of so doing.—My son could *write*, not only his name, but a tolerable hand for a labouring youth, and understood the first rudiments of arithmetic, sufficient for his employment, and kept the daily journal of his work done in the shop. While there remains a doubt of his existence, why not have got a letter for me from him? Why not have pressed him so to do; or to let me hear some circumstance of his family or of his neighbours, something ever so trivial, not public? Or tell me how a letter might be conveyed to him, to convince me he really exists?—Suppose that Nature for a moment could forget its functions, and my agonized feelings were at rest, interest would still be a powerful monitor, and say that it would be necessary to prove his existence for my temporal good. My present husband put my poor boy's life on the premises we now inhabit, purchased the ground, on which he built a dwelling-house and workshop, and holds his lease on the dropping of three lives—so that when the other two drop, it would be necessary to prove the existence of my son, or render the lease to the Lord of the Manor.

“I beg your pardon for this long intrusion, and shall only add, that the signature convinces me the story is fabricated by — and his emissaries, and attested by unprincipled hirelings, like himself. My only hope is, that those who from universal philanthropy have interested themselves in my unhappy boy's behalf, and the nation's character, will yet prove his fate beyond a doubt. I remain, Sir, your obliged humble servant,

(Signed) “HONOR COADE.”

We would not, for a moment, attempt to vindicate the conduct of Captain Lake; but we must be allowed to place the readers of *The NAVAL*



CHRONICLE upon their guard, against the machinations of a designing and disaffected set of men, who never appear to be so much gratified, as when they have an opportunity of irritating the minds of the people against their superiors. There is something so extremely questionable about the style and contents of the above letter, purporting to be written by the mother of Jeffery, that we cannot help doubting its authenticity. The production of an ignorant, illiterate woman, such as Mrs. Coade is said to be, could not have assumed so polished an appearance as that of the above, by the mere correction of a few orthographical errors. The letter here given bears strong internal marks of having been written at the suggestion of parties, deeply interested in the effect which it might produce. If, however, any thing farther should appear on the subject, it shall be duly noticed in *The NAVAL CHRONICLE*.\*

MR. EDITOR,

*H. M. S. Tisiphone, Lynnington, October 5, 1810.*

THE enclosed letter having never appeared in the Gazette, I think it, from the peculiar character of the man (Robert Ross), highly deserving of notice; and in justice to the inhabitants of whatever part of the world this rascal may have taken refuge, I am induced to request you will give it a place in the *NAVAL CHRONICLE*. Robert Ross was known to have murdered the greatest part of the crew of the *Esther*, of Liverpool, with his own hands, after she had surrendered; the particulars of which (if not already published by you) were inserted in the American papers, from the deposition of the survivors; and which I recollect having seen in Woodward's *Portsea, Portsmouth, and Gosport Weekly Advertiser*, of December 25, 1805. By letters which I found in his possession, he was reproached by his brother, who had been his benefactor, with having put a pistol to his breast to extort more from him; and I was informed that a reward had been offered, both in America and this country, for his apprehension; it being well known that he was born in Scotland, but for want of proof positive on his examination in London, he escaped that punishment his monstrous crimes deserved, and which in the extent of its greatest severity would not in any measure have compensated.

I am, Sir,

Your very humble servant,

WILLIAM LOVE.

(A COPY.—W. L.)

*His Majesty's Sloop Driver, lat. 35 deg. 57 min. N.  
long. 71 deg. 39 min. W. June 12, 1807.*

SIR,

By the capture of the Spanish packet *Ranger*, on the 20th of April last, I obtained information of a schooner having been purchased at Charlestown,

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\* On Friday, the 19th of October, (after the present sheet had been prepared for the press) Jeffery arrived at Portsmouth, from Halifax, in the *Thistle* schooner. On the Sunday following, he was discharged from the royal navy, by an order from the Lords Commissioners of the Admiralty, when he immediately came on shore, and set off for London.

and fitting as a privateer at St. Augustine, to intercept which, has occupied much of my attention, and I have great satisfaction in acquainting you that she was captured this day by his Majesty's ship under my command; she proves to be El Boladora, armed with one six-pounder and twenty-five men, amongst which are several Americans, commanded by Robert Ross, a man notorious on many occasions, but particularly at the massacre of the crew of the Esther, of Liverpool, off Charlestown. El Boladora had been at Norfolk, and sailed from thence on the 6th instant, in company with the British brig Ceres, James Nevin, master, bound to Liverpool with logwood, which she boarded, captured, and sent for St. Augustine at 2 P.M. the same day, being at the time within eight miles of Cape Henry light-house; she had not made any other capture, but had committed various depredations on American vessels.

I have the honour to be, Sir,

Your very humble servant,

WILLIAM LOVE.

*To the Hon. Vice-admiral Berkeley, Commander-in-chief, &c. Halifax.*

#### PIRACY.

*Extract from the Halifax Paper, June 23d, 1807.*

"On the 12th instant the Driver captured the schooner El Boladora, of one gun and 25 men, commanded by the noted pirate Ross, who has done our trade so much mischief off Charlestown, and is supposed to have been the principal murderer of the Esther's crew, in November, 1805; she shewed American and Spanish colours at the time of capturing the Ceres. Spanish, French, and American captains were found on board her."

*Driver Sloop of War, June 26th, 1807.*

"However unpolished the complimentary part of Captain Love's late letter to the American officer at Charlestown may appear, he has fulfilled a promise made in it most faithfully towards America, "of protecting her trade," having taken the greatest scourge it ever suffered, in the person of Robert Ross, the pirate, who plundered indiscriminately every American vessel he met with. This notorious villain is now confined in a cell in Melville Island, and will probably meet with that reward his manifold crimes deserve."

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#### COMMERCIAL INSURANCE COMPANY OF DUBLIN, &c.

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**I**T ever affords us satisfaction to record in our CHRONICLE acts of liberality and attention.

Most of our professional readers of a certain rank, have felt that irksome responsibility inseparable from the charge of a convoy, and, in general, what a thankless task it has been; at the same time instances are not wanting, where companies of Merchants, and even individuals, have expressed their

acknowledgments in the most liberal and gratifying manner to an officer, after his employment on this dull, but necessary duty.

A "Resolution" of "The Commercial Insurance Company" of the metropolis of the Sister Isle, has recently reached us, as well as the reply of the officer to whom it relates. Also a letter from the same officer to the Secretary of the Honourable Court of Directors of the East India Company.

Such marks of attention cannot but be flattering, for though, doubtless, no officer requires a *stimulus*—particularly a pecuniary one—to "do his duty" under any circumstances, he will not embark on such duty with the less zeal and cheerfulness by knowing, that those whom he is about to protect are not likely to be insensible of it.—While on this subject, we cannot refrain from stating the following circumstance :—

On the 11th of May, 1806, the *Amelia* frigate, Captain Champain, and Pheasant sloop, Captain Henderson, sailed from Tortola, having under convoy near ninety sail of richly laden ships, bound to various parts of Great Britain. The *Unicorn* and *Princess Charlotte* frigates, were ordered by Admiral Cochrane to escort the convoy a certain distance to the northward, and then return to the West Indies. On the 28th, when the escorting ships were within two days sail of their prescribed distance, four frigates of the enemy hove in sight. Captain Hardyman, than whom there is not a better man or a more gallant officer, of course now took on himself the direction of the convoy. Chase was given to the enemy for some time, until the convoy were nearly out of sight, when, mortifying as it was to his active and ardent mind, Captain Hardyman formed the *resolution*, though reluctantly, to relinquish the pursuit, seeing that the enemy, though considerably stronger, held out no encouragement for a *meeting*.

His task was yet a difficult one, as returning to the West Indies agreeably to his orders, would have left the convoy within the reach of the enemy; he therefore determined on attending the trade, with the *Princess Charlotte* the whole way to England; which indeed was a most fortunate decision, as on the 30th the French squadron were again seen, evidently hovering about the convoy.

On his arrival in England, Captain Hardyman had the gratification to meet the approval of the Lords Commissioners of the Admiralty; but neither himself, nor Captain Champain, under whose immediate orders the convoy were, ever received even a letter of thanks from any one connected with this valuable fleet.

The ships composing the French squadron, were the *Hortense*, *Hermione*, *Themis*, and *le Rhin*, frigates of a large class, commanded by Monsieur Lamarre Lameillerie. The *Rhin* was taken two months afterwards by the *Mars*, Captain Oliver; the other three effected their escape from her.

On chasing them, it was observed to Captain Henderson, "that his six-pounders would cut a bad figure against their eighteens."—"Not at all," was his reply, "three times six are eighteen, and I am sure my people can fire three times to their once."—No bad specimen of naval *calculation*.



“ At a meeting of the directors of the Commercial Insurance Company of Dublin, on Thursday, the 5th day of October, 1809,

“ Alderman Nathaniel Hone in the chair.

“ Resolved, that the sum of one hundred pounds be laid out in the purchase of a piece of plate to be presented to George Tobin, Esq. commander of his Majesty's ship Princess Charlotte, with an address and suitable inscription, expressive of the high opinion the Directors of the Commercial Insurance Company entertain of his very active services in saving the ship Maria, John Murphy, master, on the 11th day of March last, when under his convoy, laden with a cargo of merchandise, bound from Dublin to Madeira, after being run down by a ship in the fleet.

“ Resolved, that Alderman Hone, Mr. Wilkinson, and Mr. Sparrow, be a Committee for carrying the foregoing resolution into effect.

“ Signed by order of the Directors,

“ SAMUEL BRUCE, Secretary.”

*His Majesty's ship Princess Charlotte, Cove of Cork,*

“ SIR,

*June 3d, 1810.*

“ I beg leave to acknowledge the receipt of your letter of the 26th ult. accompanied with the very handsome piece of plate voted to me on the 5th of October last, by the Directors of the Commercial Insurance Company of Dublin.

“ Be assured, Sir, that such a mark of attention was unexpected on my part, as the affair of relieving the Maria had been passed in my mind as one of those casualties frequent in a large convoy ; but I shall appreciate the gift the more, as the ‘ Resolution of the Directors of the Commercial Insurance Company of Dublin,’ is the only public acknowledgment I ever received, notwithstanding it has been my good fortune, by the zeal and exertions of the officers and men I have had the happiness of commanding, to have frequently given aid to vessels in distress.

“ In begging your acceptance of my thanks for the polite manner in which you have communicated the ‘ Resolution ’ of the Company.

I am, Sir,

“ Your very obedient servant,

“ GEORGE TOBIN.”

“ Samuel Bruce, Esq. Secretary to the Commercial Insurance Company, Dublin.”

*His Majesty's Ship Princess Charlotte, Cove of Cork,*

“ SIR,

*June 13, 1810.*

“ I have the honour to acknowledge the receipt of your letter of the 31st ult. wherein you state that the Court of Directors of the East India Company have presented me with the Sum of £210 for the purchase of a

piece of plate, as an acknowledgment for what they are pleased to term, 'my care and attention in convoying three of the Company's extra ships from St. Helena.'

"I cannot but feel much gratified by this mark of consideration, which I beg you will communicate to the Court, and, at the same time, my sense of the prompt and attentive conduct of the captains, Hawes, Hemming, and P. Campbell, of the *Monarch*, Earl Spencer, and Lord Keith; the only ships of the Honourable Company I was able to collect at St. Helena, though I remained, at the earnest request of Governor Beatson, a considerable time, in the hope that more would arrive.

"I am, Sir, with many thanks for the polite manner in which you have signified the sentiments of the Court.

"Your obedient humble servant,

"GEORGE TOBIN."

"*William Ramsay, Esq. Secretary, &c. East  
India House, London.*"

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## PLATE CCCXXII.

THE annexed engraving is from an original sketch, by the late Captain John Shortland, a portrait and memoir of whom are given at the beginning of the present Volume.—The plate may not be thought to require any illustration; but a short account of the discovery of the river which it represents, contained in the following extract from a letter of the late Captain Shortland, to his father, will, we doubt not, prove acceptable.

"*H. M. S. Reliance, Sydney Cove, Port Jackson,*

"MY DEAR FATHER, *September 10, 1798.*

"About a twelvemonth since I went on an expedition in the Governor's whale boat, as far as Port Stephens, which lies 100 miles to the northward of this place: in my passage down I discovered a very fine coal river, which I named after Governor Hunter; the enclosed I send you, being an eye sketch which I took the little time I was there. Vessels from 60 to 250 ——— may load there with great ease, and completely land-locked. I dare say in a little time this river will be a great acquisition to this settlement. The short time I remained at this river we had rain, which prevented my doing so much as I otherwise should.

(Signed) "J. SHORTLAND."

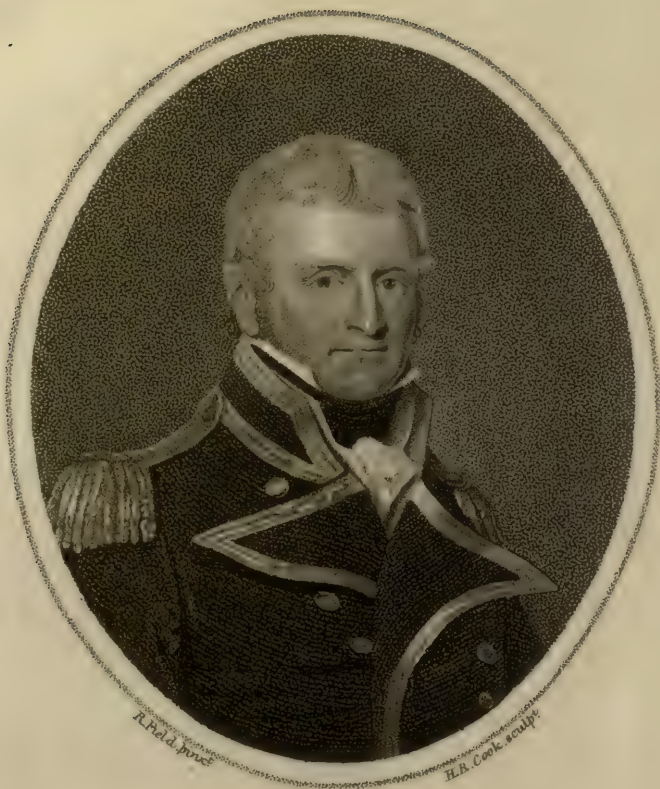
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## HYDROGRAPHY.

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### SURVEY OF THE INDUS.

WE understand that a detachment of small vessels sailed from Bombay some time ago, for the purpose of sounding and surveying the whole course of the river Indus. The countries which border upon that river,



CAPTAIN JOHN SHORTLAND





from Tatta to the Punjab, have been rarely visited by the Europeans; and their geography is less perfectly known than that of almost any other tract of land on this side of the Bosphorus. We trust that the ultimate result of this undertaking will not be less beneficial to science than important in its political consequences. The design of sending two of the gentlemen of the embassy (sent to Caboul with Mr. Elphinstone, to Bombay by the route of the Indus) has been abandoned as impracticable.

### PACIFIC OCEAN.

SITUATION of Islands seen in the Pacific Ocean by the brig *Elizabeth*, from Port Jackson to China.

Taswell's Isle, west side, lat.  $5^{\circ} 37'$  S. long. by Sun and Moon and chronometer  $176^{\circ} 9' 34''$  E.

Sherson's Isle, about N. S. E. of the above four or five leagues; more extensive. These islands appeared well wooded, very low, and cannot be seen above six or seven leagues in the clearest weather from the mast-head: they lie in a N.W. and S.E. direction.

Blaney's Isle, lat.  $0^{\circ} 32'$  S. long. by Sun and Moon  $174^{\circ} 20' 00''$  E. by chronometer,  $174^{\circ} 35' 12''$  E. extending about N.W. by W. and S.E. by E. long and low, and like the foregoing, abundance of cocoa-nut trees.

Hope Island, S.E. side in lat.  $2^{\circ} 43'$  S. long. by Sun and Moon  $176^{\circ} 56' 25''$ , and by chronometer  $177^{\circ} 00' 25''$  E.

Dundas Isle, seen the same evening, lat.  $0^{\circ} 9' 0''$  N. long. by Sun and Moon  $173^{\circ} 54' 20''$ , and by chronometer  $174^{\circ} 09' 30''$  E. sounded at 7 P.M. no ground at 80 fathoms, about four miles off shore.

Hall's Isle, lat.  $1^{\circ} 0' 00''$  N. long. by Sun and Moon  $172^{\circ} 56' 33''$  and by chronometer  $173^{\circ} 14' 48''$ . This island is long and low, and abundantly supplied with cocoa-nut trees, which were plainly perceived from the deck.

The same day, and before this island was sunk from the deck, saw another right a-head, steering N.W. by N. stood on to within four miles of it; hove too, and sounded—no ground at 80 fathoms. At 3 P.M. had sights for chronometer, when the nearest shore, being nearly the centre of this part of the island, bore N. by W.  $\frac{1}{2}$  W. about four miles; the western extreme being the S.W. point, N.  $59^{\circ}$  W. eight miles, and the eastern extreme or S.E. point, N.  $51^{\circ}$  E. about 10 miles, from which bearings I place the body of Cook's isle, in lat.  $1^{\circ} 16' 18''$  N. long. by Sun and Moon,  $172^{\circ} 53' 18''$  and chronometer  $173^{\circ} 11' 33''$  E. The S.E. side of the island extends nearly east and west, about six leagues: off the S.W. point, a sandy beach runs to about a mile, or perhaps more, with a heavy surf on it, although the sea was very smooth. Over it, the land extending some distance to the northward with a deep bight, seemed to form a large bay on the west side. Saw a number of natives on the beach, and several canoes hauled up. It appeared one continued chain of cocoa-nut trees, or topes,

and as we ran along shore, at about three or four miles distance, saw over the nearest land, cocoa-nut trees also, therefore suppose this island of much larger extent than any we have yet seen.

G. Bonham's Isle, S.E. point, lat.  $5^{\circ} 48' 18''$  N. long. by Sun and Moon  $169^{\circ} 56' 30''$  E. and by chronometer  $169^{\circ} 46' 12''$  E. A very extensive island, or group of islands, joined together with low sand banks, which I suppose are covered at high water:—we could plainly discern (running along shore at about four miles distance) the sea on the N.E. side, and beyond that again land, apparently, and no doubt, joining to the above and forming on the N.E. side a very deep bay, like a horse-shoe, as the water appeared very smooth. It broke over the low sand banks; and indeed the whole of the S.E. side was one continued surf. Over one of these sand banks came a very handsome built small canoe, with four men in it, who being determined to gain the ship, weshortened sail for: they stayed along-side bartering dried fish, small neat mats, &c. for about an hour, when we made sail.—They were stout well made men, and apparently friendly, having no arms of any description with them, and came off to a great distance, although blowing fresh. From the S.E. point of the island, a very low sandy point with scarcely a tree or bush on it, extends to the eastward and northward, two or three miles, with a heavy surf breaking on it: it is very dangerous, as in thick weather, a ship might be in the breakers before seeing land.

The body of Elmore's Isles, in sight from the mast-head; the western one bearing N.E. about seven leagues, and the eastern N.E. by E. Two small round isles, moderately high. Sights for chronometer at same time, by which I place them as follow:—The western isle, lat. deduced from noon to  $2^{\circ} 46' 58''$  P.M. the time of seeing them,  $7^{\circ} 53' 48''$  N. long. by Sun and Moon brought on by chronometer  $168^{\circ} 41' 57''$  E. and by chronometer  $168^{\circ} 31' 39$  E. The eastern one in lat. deduced as before, and  $7^{\circ} 54' 12''$  N.— $168^{\circ} 45' 45''$   $168^{\circ} 35' 27''$  E.

The southern extreme of Paterson's Isle, in sight from the deck, S.W. by W. about three leagues, and the western extreme W.  $\frac{1}{2}$  S. about five leagues. This island, or, as it appeared, a group of islands, had a fertile appearance, being one continued chain of cocoa-nut trees. It lies about W.N.W. and E.S.E. low, and well wooded, lat. of southern extreme from noon observation,  $8^{\circ} 55' 48''$  N. long. by Sun and Moon, brought on by chronometer  $156^{\circ} 38' 48''$  E. by chronometer  $166^{\circ} 28' 30''$  E.

N.B.—The whole of the islands we have seen to the northward of the line, I take to be a part of the New Carolinas, as the situations I give them are near others, laid down in Arrowsmith's charts, but which are not the same; the difference in latitude and longitude being too great to admit of it. The observations I am confident are tolerably correct, as distances were taken of the Sun and *Aldebaran*, on different sides of the Moon, in sight of Saypan, Tinian, Farrellones, and Alamagan, which place Saypan in nearly the same longitude as Arrowsmith's charts; and the chronometer being only  $4' 12''$  westward of the lunars, and also only  $4' 2''$  to the westward of



the longitude of the eastern extreme of the Grand Lima, according to Horsburgh. I also suppose that there is a continuation of the islands south of Mulgrave's isles, (with intervals of small distances) and of Bligh's islands and the Feejees.

### EASTERN OCEAN.

THE Scarborough Shoal, explored in April, 1806, by Don Francisco Riquelme, captain and brigadier in the Spanish navy, then in command of the Lucia frigate, and three gun-boats, sent on that service by Admiral Don Ignacio de Alava, while stationed at Manilla.

#### SITUATION.

|                                 |       |          |
|---------------------------------|-------|----------|
| North point of the shoal        | ----- | 15—12—40 |
| South, ditto                    | ----- | 15— 4— 0 |
| East, } To westward of Meridian | }     | 3— 6—40  |
| West, } of Manilla.             |       |          |
|                                 |       | 3—16—15  |

distance from the nearest land of Luconia, which, is Point Capones 129 miles.

The situation may be depended upon, having been determined by several astronomical observations.

The extent of the shoal from N. to S. is 8 2-3d miles, from E. to W. 9½ miles, is surrounded with rocks, few of which are above water, and is so steep, that soundings cannot be got, when almost touching them. The other three shoals, laid down in all the charts along the coast of Luconia, called North and South Maroona, (or the double-headed shot) Marsingolo, and the Mirabole, do not exist, there is only along shore the Bagualatan or Iba shoal, on which one Portuguese, two Spanish vessels, and lately the Greyhound, were lost.

MR. EDITOR,

London, September 20, 1810.

As your useful work is the receptacle for maritime knowledge, and as the following soundings, which are correctly stated, are not laid down in any chart I have ever seen, by your inserting them, mariners may profit.

I am, your obedient servant,

J. E.

His Majesty's ship *Dædalus*, convoy to the homeward-bound Jamaica fleet, after clearing the Gulf of Florida, on the 26th of May, 1810, sounded in 25 fathoms, black sandy bottom. The latitude at noon by a good observation was 29° 42' N. and the longitude per account was 80° 12' W. by Chronometer 80° 17' W. and by a lunar observation 80° 18' W. tried and found the current setting W.N.W. one mile an hour. Then steering a N. by W. ½ W. course, made good, we continued to strike regular soundings during the night, and until 6 P.M. of the 27th, in 24—25 to 27 fathoms, speckled sand, with broken shells. The latitude at noon of the 27th being 30° 5' N. and the longitude by account 80° 25' W. by chronom-

meter  $80^{\circ} 25'$  W. tried but found there was no current running. On the following day, the 28th, in latitude  $31^{\circ} 5'$  N. and in longitude  $79^{\circ} 46'$  W. per chronometer, the current ran N.N.E. one mile and a quarter an hour; so that the longitude of  $80^{\circ}$  W. is where the westernmost sweep of the gulf stream is formed, in the above latitudes. Now the charts that are in general use, do not give any such soundings; but in latitude  $29^{\circ} 42'$  N. lay the eastern extreme of this bank. that extends along the coast of East Florida and Georgia so far west as  $81^{\circ} 47'$  and give the soundings in 15, 14, and 12 fathoms, whereas the *Dædalus* got soundings as stated above in 25 fathoms in the same latitude, but in the longitude of  $80^{\circ} 17'$  W. *St. Augustine* bearing W.  $\frac{1}{4}$  S. distant 66 miles. And in the latitude of  $30^{\circ} 5'$  N. it is laid down as extending to  $82^{\circ} 5'$  W. with 6, 8, 10, and 11 fathoms; whereas the *Dædalus* sounded in 24, 25, and 27 fathoms, in the longitude of  $80^{\circ} 25'$  W. The river *St. Juan* bearing W.  $\frac{1}{4}$  N. 82 miles distant.

*The variation ascertained by Amplitudes during the passage.*

| Latitudes.   |          | Longitudes.           | Variation.            |
|--------------|----------|-----------------------|-----------------------|
| $21^{\circ}$ | $20'$ N. | $74^{\circ}$ $12'$ W. | $2^{\circ}$ $43'$ E.  |
| $23^{\circ}$ | $41'$ N. | $84^{\circ}$ $46'$ W. | $6^{\circ}$ $31'$ E.  |
| $35^{\circ}$ | $43'$ N. | $71^{\circ}$ $2'$ W.  | $3^{\circ}$ $36'$ W.  |
| $40^{\circ}$ | $50'$ N. | $53^{\circ}$ $7'$ W.  | $16^{\circ}$ $52'$ W. |
| $49^{\circ}$ | $39'$ N. | $24^{\circ}$ $8'$ W.  | $24^{\circ}$ $29'$ W. |

## CORRECT RELATION OF SHIPWRECKS.

### No. XLIII.

Again the dismal prospect opens round,  
The wreck, the shore, the dying, and the drown'd.

FALCONER.

## ACCOUNT OF THE SUFFERINGS OF THE CREW OF THE MARGARET.

**I**N the month of May, 1810, the ship *Margaret*,—Fairchild, master, was overset on her passage from Naples to America. Fifteen of her crew escaped in the long-boat, and were saved. When the long-boat quitted the wreck, 31 persons were left on it. On the 29th of June, in lat. 40 deg. long. 41 deg. the small boat of the *Margaret*, having Captain H. Larcom, of Beverley, Mr. J. Very, and Mr. E. A. Irvine, of Salem, on board, was fallen in with and picked up by Captain Davis, in the *General Johnson*, from Lisbon to Gloucester, and restored to their friends and families. Mr. Irvine and Mr. Very remained for some time in an extremely weak and emaciated state. Captain Larcom recovered much earlier; and to his pen we are indebted for the following account of the sufferings of him and his companions:—

" The long-boat quitted the Margaret with 31 souls remaining upon her, on Monday the 21<sup>st</sup> of May, at noon. The yawl was left adrift, having before been attached to the stern of the long-boat, but was recovered by one of the sailors, who swam to it, and brought it to the wreck, where they fastened her shattered parts together in the best manner they could. The people on board then proceeded to establish some order, to give the more efficiency to their exertions for self preservation. Under the direction of Captain Larcom, whom they appointed to act as their head, a scaffold with a covering was erected on the quarter rail, and provisions and water secured and dealt out. The first week they had a plenty of salt meat, pork, hams, flour, water, &c. They also caught a turtle, and having found a tinder box in a chest, kindled a fire, and made soup, which gave them all a good warm dinner, but the last they ever cooked; for in the gale of wind on Sunday the 27<sup>th</sup> of May, the upper deck of the ship was ripped up by the violence of the sea, the stern broken off, and their provisions and water swept away. On this Captain Larcom and four others took the yawl, crazy as she was, keeping a painter fast to the wreck; the other 26 went forward to the bowsprit, with two gallons of wine and a little salt meat; and another stage was raised upon the bows, to live upon.

" After the upper deck and the stern were gone, the vessel rose considerably, so that the water was only about knee-deep on the lower deck. They were able with a boat-hook to collect from below, hams, &c. but for the want of water these were of little benefit. The wine above-mentioned was all the drink they had for seven days; they then with great labour procured a pipe of brandy from the lower hold, which proved immediately fatal to many of them; for their great thirst prompted them to drink too freely of it, and 14 perished the succeeding night, among whom were Mr. Carpenter and Mr. Prince, two much lamented young gentlemen, of Salem. One (a black man) had perished two days before, of hunger and thirst, and another died the day after.

" During their lying in this wretched situation, their miseries were aggravated by seeing no less than four sail of vessels pass at a distance too great to observe the wreck; the first of these was on the third day after the long-boat had left them, and was so near that the yawl was dispatched to intercept her—but in vain—she approached nigh enough to see the men moving upon deck, but not to attract their notice, and was obliged to return unsuccessful.

" Seventeen days had now passed away, without relief, and little hope remained of much longer preserving their existence. Captain Larcom then suggested the chance of moving with the boat further northward, as being more in the track of vessels; there were only three on board the wreck who were in a situation to take any interest in it, and these thought their chance as good to remain, as to venture off in such a shattered boat, without provisions. Captain Larcom, however, and the four that were with him (viz. Messrs. E. A. Irvine, John Verry, Jephthah Layth, and John Treadwell, all of Salem) determined on this expedient, and accordingly set a little sail, and steered north-west, having some pork, some brandy, and a quadrant, on board. They left the wreck, by observation, in latitude



39 deg. 12 min. Using the brandy sparingly, they derived some support from it; their pork they could not eat for want of drink. After ten or twelve days sailing, it rained, and they saved some water by soaking their handkerchiefs, and wringing them into a box; they also made a dip net of their handkerchiefs, and caught some small fish, which they split and dried, and from which they derived some nourishment. But their fatigue was excessive: while one steered, another was obliged to keep incessantly bailing out the water, so that they nearly wore the bottom through. They had also some very rough weather. The 16th day after leaving the wreck, Mr. Treadwell died; and on the 21st Mr. Layth. At different times they had seen three vessels pass without being seen by them. At length, on the 23d day, their strength being almost exhausted, and scarcely a ray of hope remaining, they gave over all further exertion, and resigned themselves to that fate which seemed inevitable, when Captain L. looking up, espied a sail about four miles distant. This gave them new life. Fortunately they were to windward, and they laid their course so accurately as to meet her directly in her path. It proved to be the schooner General Johnson, Captain S. L. Davis, for Gloucester, on board of which they were received, and treated by Captain Davis with the tenderness of a friend, and the care and skill of a physician; and, on Saturday evening, they arrived at Gloucester 22 days from the time of being taken up.

"The following is a list of the persons living on the wreck when Captain Larcom left it, viz.—Henry Tucker, Benjamin Peele, Captain J. Janvrin, John Merrill, Edmund Wingate, Nathaniel Sheffield, Jacob Fowler, James Sinclair, William Burrill, Alexander Marshall.

"Of these, Captain Janvrin and two others retained a tolerable degree of strength, the rest appeared to be nearly sunk under their sufferings, and were lying passively upon the stage, probably never more to rise; amongst these was the amiable Mr. Tucker, of Salem, late supercargo of the ship Francis."

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## NAVAL LITERATURE.

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*Travels in various Countries of Europe, Asia, and Africa, by EDWARD DANIEL CLARKE, LL.D. Part the First—Russia, Tartary, and Turkey. Quarto. pp. 788. Cambridge, University Press. 1810.*

(Continued from page 136.)

IT is above six months ago since, in reviewing Thornton's *State of Turkey*,\* we expressed our anxiety for the appearance of this work; and we have now to congratulate our readers and ourselves on its publication. But what is still more satisfactory, and what, after so many instances of disappointment, we could scarcely venture to expect, almost all that we antici-

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\* Vide NAVAL CHRONICLE, Vol. XXIII. page 139.

pated from the adventurous spirit and the known abilities of Dr. Clarke has been fulfilled; and we have at last the great pleasure of seeing before us a book of travels, by a person, certainly uniting more of the qualifications essential to his difficult calling, than any one whose labours have come under our notice; and, above all, (and it is here chiefly that we would fix our commendation) proceeding, in the compilation of his journal, and the digestion of his narrative, upon far sounder views of the nature of his duties, than any of those whom we have hitherto dealt with.

We think it necessary to premise, that there is not a word about English politics in Dr. Clarke's work; and that we praise it, in the first place, because it contains precisely that which we have so often asserted that almost all travels might contain, though it is not to be found in one in a hundred;—it gives us a plain report of what the author did, saw, and heard, and a fair transcript of the impressions which his observations made upon him. This, any man can give, who can travel at all, though its value, no doubt, will be materially affected by his talents and accomplishments, and according as he is acute or dull, learned or ignorant. Then we have, in the next place, to commend Dr. Clarke, not merely for the good sense which he has shown in being plain and simple,—in telling ordinary things in an ordinary manner,—in avoiding declamation and trifling of all descriptions,—in putting down what is useful to his reader, whether it happens to display his own powers or not; but also for the judgment which he has shown in selecting, for the most part, the most interesting particulars of a very extensive store, and for the learning which he has displayed in observing and in commenting upon his facts. We do not perhaps find in his journal, either the traces of any uncommon political sagacity, or of extensive general information. The pages are not studded with pieces of poetry “suggested by the occasion,” or interleaved with *exquisite* drawings: But the author has made a long and laborious progress through countries little visited, or much misrepresented by other travellers: he has had the enterprise to encounter both hardships and dangers in the pursuit of useful and interesting knowledge;—he has plainly and sensibly related his adventures; he has observed carefully, and often wisely;—his learning on some subjects, as botany and antiquities, is minute and copious. On all the topics which interest a traveller, his information is sufficiently general and extensive for ordinary purposes; and we accordingly meet, in his volume, with a great body of matter extremely valuable for rectifying the errors of other writers,—for increasing our knowledge of countries scarcely civilized, but yet aspiring to the first rank among European nations,—and for introducing us to an acquaintance with tribes scarcely at all described by preceding travellers. We therefore heartily thank Dr. Clarke for his work; and cheerfully proceed to the task of making our readers more particularly acquainted with its merits.

Dr. Clarke performed, together with his friend Mr. Cripps, a very extensive tour in the north of Europe, in the year 1799. Having travelled through part of Germany, Denmark, and Sweden, they went into Lapland; and, after reaching a very high latitude in that wild and dreary region, they

returned by the much more interesting and accessible, though not better known provinces of Norway, to Stockholm, where they passed the greater part of the following winter. We are induced to mention this part of their tour, although no particular allusion is made to it in the work now before us, for the purpose of expressing our regret, that the narrative does not begin somewhat earlier. We should not have been displeased to have the whole history of this interesting journey from its outset: but, at any rate, the information which Dr. Clarke could have given respecting the northern parts of Sweden, so seldom described, and even the Lapland provinces, though these are less worthy of attention,—and, above all, the light which he might have thrown on the present state of Norway, of all the parts of Scandinavia the most interesting and the least known,—excite in us no small regret at the total omission of this part of his journals. It is generally known, that our author's tour led him over the track now pointed out: and, that he is qualified to do the subject justice, we can assert from the execution of the present work. We venture to hope, that he may yet attend to our present solicitations.

From Stockholm our travellers proceeded to St. Petersburg, where they passed a part of the winter in a manner more uncomfortable than those can easily imagine, who have only heard, at a distance, of the capricious and indeed frantic conduct of the Emperor Paul. It has been for some time past customary, in this happy and prejudiced country, to regard all the evils arising from despotism as insignificant, compared with the abuses of liberty; or, at any rate, to imagine that, compared with the tyranny of the multitude, there is little harm in the misrule of a single monarch—excepting always the French emperor, who is rather considered, and we do not say very unjustly, as a sort of demon, than a common fleshly despot. Indeed, it is difficult for Englishmen to form a notion of things so foreign to their experience; and hence the grievous mistake is more easily pardoned, which we are so frequently forced to hear repeated, that a single tyrant is better than many; that he cannot much annoy the peace of individuals; and that, upon the whole, there are worse evils than an absolute monarchy. A few days residence in St. Petersburg, or indeed in any part of Russia, during the reign of our great, and then much admired ally, to whom the Lords of the Treasury were, in this country, inditing folio poems, as the saviour of Europe, would probably have brought such thoughtless persons to a right sense of what Englishmen enjoy, in possessing a trial by jury, a tolerably independent Parliament, and a press substantially free; and in wearing, as the result of those blessings, the manly character which keeps the worst of ministers in awe, and makes the Sovereign himself fear the frowns of his people. Such a being as is portrayed in the following extracts, could not grow up in our court: he must have been stifled, by our very forms and ceremonies, long before he could become known by his excesses; or if, by any miracle, he should attain a sort of maturity, he would infallibly be forsaken by every one of the ministerial instruments through whom alone our monarchs are known to us, and crushed to atoms by his very first contact with the people.



After enduring the miseries of this capital for some months, our travellers were advised, by the English minister, Lord Whitworth, who apprehended even greater extremities, to remove towards Moscow; and they took this occasion of making the extensive and interesting tour, which forms the subject of the present publication. The volume now before us contains the first part of it, beginning at their departure from St. Petersburg, and ending with their arrival at Constantinople. The continuation of their route, scarcely less important, through Greece, the Islands, and Egypt, will occupy, we presume, another book.

They quitted St. Petersburg in the beginning of April, and travelled on sledges, by rapid journies, towards Moscow, by the common route of Novogorod. This part of the journey is sufficiently well known by the details of former travellers; and we therefore pass it hastily over, although the author, in describing it, has given some interesting particulars relating to the country and its inhabitants. The true Russian capital, where we must go to see the people as they are, that is, in the most civilized state of which Russians are susceptible, is Moscow; and, often and well as it has been described before, Dr. Clarke's is, in our mind, the most picturesque and lively representation that we have seen of that singular scene.

Dr. Clarke, according to his custom of introducing his general remarks, and indeed his facts, without any peculiar regard to arrangement, presents us with a variety of very interesting particulars relative to the Russians, in the part of his narrative that refers to Moscow. We do not at all object to this manner of writing. It results naturally from the form of a narrative which Dr. Clarke's travels have assumed; and certainly no part of his progress offers a more appropriate occasion for pausing to dilate on the manners and character of the country, than that which conducted him through the great Muscovite capital. His account of one peculiarity in the talents of the Russians, their power of imitation, is singularly interesting. Much as this has been alluded to before, we have never yet seen it so fully illustrated.

The nature of a journey to Siberia is exceedingly misunderstood in this country, and by the world in general. Such a degree of banishment presents to our minds the picture of every thing that is deplorable in the lot of humanity—separation from home, and friends, and beloved pursuits—transportation to a bleak, dismal, and savage region—the exchange of comforts and luxuries, for all that is most comfortless and wretched. When viewed a little nearer, this picture has no such frightful aspect; and a man must both see what the Russian leaves, and have a detailed account of what he is doomed to in his new residence, to estimate fairly the extent of the sacrifice which the caprice of his tyrant may, at any moment, and without any reason, compel him to undergo. Now, our author represents the Russians as by no means strongly attached to their native soil, and as knit to their families and friends by ties not much stronger. The life which they love to lead is so brutal and sensual, in every respect, that its gratifications may be obtained in one part of the world as easily as in another, and in all situations with equal facility, and in equal perfection. But, so nume-

rous are the emigrants to Siberia, that the capital of the country has assumed a very superior appearance; and, in reading the description of it, which our author presents us with, we are certainly disposed to mistake it for the representation of one of the most flourishing and civilized Russian cities. From the number and rank of the exiles, Tobolski has become a large and populous city, enriched with shops,—full of what, in Russia, must be deemed good society—adorned with theatres, with private assemblies, and with places of public resort. We there meet with booksellers—masquerades—French hotels. The wines of France, and the malt liquors of England, may be had there, as at Petersburg or Moscow. The gaiety of the place is extolled by all who have, either as soldiers or exiles, been forced to visit it: provisions are so cheap, that, about fifty years ago, Dr. Gmelin found it possible for a person to live on ten roubles (about two pounds) a year. He describes it as the ‘very temple of Bacchus and Indolence.’ It is no wonder, that an officer of considerable rank in the Russian service should have told our author, that he would rather have half his pay, and live at Tobolski, than the whole of it, and reside at St. Petersburg; and that many of the exiles, after being ordered home, have anxiously sought to return thither. These particulars may correct our notions of the horrors attending a sentence of expulsion to Siberia; but, let it at the same time be remembered, that the desert has only been cultivated, and made to smile, by the wanton excess to which the Russian despots have carried their power; and that the phenomenon of a city tolerably populous and civilized, in the heart of Siberia, 1500 miles from Petersburg, is as monstrous and unnatural a thing, as the parent from whence it sprang—the tyranny which reigns at Petersburg itself—the boundless tyranny which outraged nature, by planting that city in the marshes of the Neva—and which profanes it still more, by stunting the shoots of human happiness there, and in every other quarter of that enslaved empire.

As we are led to the general subject of Russia and its inhabitants, we may as well take this opportunity of noticing the interesting and even original view, which Dr. Clarke gives of their character and manners. No traveller, certainly, who had seen that people, could describe them as refined, or in any light entitled to our esteem and respect; and, accordingly, no one has ever praised them for the virtues or the graces of national character. But, at the same time, we think Dr. Clarke is the first who has given us a full view of their barbarism, and placed in its real light the debased and grovelling character of the whole people: the subject is interesting, and indeed of great importance in a political view.

We have already noticed his account of the imitative talents of the Russians. To this may be added, the feats performed by them in learning languages, and in music. Without the smallest talent for either poetry, eloquence, or any other species of original composition, they learn, with astonishing and enviable facility, all manner of tongues, and speak them with the ease and the purity of natives. So, without any genius for music, and with scarcely such a thing as an original composer to be found in the whole empire, they are perfect mocking-birds; and the Russian slaves can play the most complicated and difficult pieces, and often after a fashion

quite peculiar to themselves. For it is well known, that there are bands in Russia, in which each slave performs but one note. These particulars (which our author has omitted) as well as the anecdotes of their dexterity in painting, apply chiefly to the lower classes of the community. We are now to take a view of the nobles.

The character under which they may be best described, is that of overgrown children. Thus, a nobleman delights in filling his palace with every costly article of furniture, and, above all, with pictures which look gaudy and glittering: but he is never satisfied without a perpetual change of them; he must be always having something new to look at. In illustration of this, Dr. Clarke relates an anecdote of a fine head by Correggio, which fell some time ago into the hands of a Russian. He kept it for some time, and then exchanged it with a miniature painter for some wretched daubs. 'It had too much shade,' he said; 'the lights were too pale; it had altogether the air of a head from the guillotine.' But it is not with their taste, merely, that we have to do. The following picture is more general: It is a *whole length* of the Russian nobleman's character and habits (if we may so speak); and, however disgusting, must be contemplated by those English readers who would know what sort of a nation it was, that, about three little years since, we all looked to as the deliverers of Europe, and the grand barrier against French oppression—against the inroads of the '*modern Vandals*,' as we were wont pleasantly to term the enemies of the Muscovites, because they were also our own.

'Some of the nobles are much richer than the richest of our English peers; and a vast number, as may be supposed, are very poor. To this poverty, and to these riches, are equally joined the most abject meanness, and the most detestable profligacy. In sensuality, they are without limits of law, conscience, or honour. In their amusement, always children; in their resentment, women. The toys of infants, the baubles of French fops, constitute the highest object of their wishes. Novelty delights the human race; but no part of it seek for novelty so eagerly as the Russian nobles. Novelty in their debaucheries; novelty in gluttony; novelty in cruelty; novelty in whatever they pursue. This is not the case with the lower class, who preserve their habits unaltered from one generation to another. But there are characteristics in which the Russian prince and the Russian peasant are the same: They are all equally barbarous. Visit a Russian, of whatever rank, at his country seat, and you will find him lounging about, uncombed, unwashed, unshaven, half naked, eating raw turnips, and drinking *quass*. The raw turnip is handed about in slices, in the first houses, upon a silver salver, with brandy, as a whet before dinner. Their hair is universally in a state not to be described; and their bodies are only divested of vermin when they frequent the bath. Upon those occasions, their shirts and pelisses are held over a hot stove, and the heat occasions the vermin to fall off. It is a fact too notorious to admit dispute, that from the emperor to the meanest slave, throughout the vast empire of all the Russias, including all its princes, nobles, priests, and peasants, there exists not a single individual in a thousand, whose body is destitute of vermin. An English gentleman of Moscow, residing as a banker in the city,



assured me, that, passing on horseback through the streets, he has often seen women of the highest quality, sitting in the windows of their palaces, divesting each other of vermin;—another trait, in addition to what I have said before, of their resemblance to the Neapolitans.

‘The true manners of the people are not seen in Petersburg, nor even in Moscow, by entering the houses of nobility only. Some of them, and generally those to whom letters of recommendation are obtained, have travelled, and introduce refinements, which their friends and companions readily imitate. The real Russian rises at an early hour, and breakfasts on a dram with black bread. His dinner at noon consists of the coarsest and most greasy viands the scorbutic effects of which are counteracted by salted cucumbers, sour cabbage, the juice of his *vaccinium*, and his nectar *quass*. Sleep, which renders him unmindful of his abject servitude and barbarous life, he particularly indulges; sleeping always after eating, and going early to his bed. The principal articles of diet are the same every where; grease and brandy. A stranger, dining with their most refined and most accomplished princes, may in vain expect to see his knife and fork changed. If he sends them away, they are returned without even being wiped. If he looks behind him, he will see a servant spit in the plate he is to receive, and wipe it with a dirty napkin, to remove the dust. If he ventures (which he should avoid, if he is hungry) to inspect the soup in his plate with too inquisitive an eye, he will doubtless discover living victims in distress, which a Russian, if he saw, would swallow with indifference. Is it not known to all, that Potemkin used to take vermin from his head, and kill them on the bottom of his plate at table? and beauteous princesses of Moscow do not scruple to follow his example. But vermin unknown to an Englishman, and which it is not permitted even to name, attack the stranger who incautiously approaches too near the persons of their nobility, and visit him from their sophas and chairs. If at table he regards his neighbour, he sees him picking his teeth with his fork, and then plunging it into a plate of meat which is brought round to all. The horrors of a Russian kitchen are inconceivable; and there is not a bed in the whole empire which an English traveller, aware of its condition, would venture to approach.’—  
‘There is, in fact, no degree of meanness to which a Russian nobleman will not condescend. To enumerate the things of which we were eye-witnesses, would only weary and disgust the reader.’ [To be continued.]

### Naval Poetry.

The heart's remote recesses to explore,  
And touch its springs, when Prose avail'd no more.—FALCONER.

#### ON THE FRENCH EMPEROR'S MANTLE BEING EMBROIDERED WITH BEES.

THE EMPEROR NAP may parade on the seas  
To invade us—then swear “he is coming;”  
But as little BONEY's surrounded by bees,  
Perhaps it is only their humming.

## SONG.

## THE SAILOR'S ADIEU.

WHENCE comes this keen, this cutting smart?  
Why doth the tear unbidden start?

Why beats my sad, my sinking heart  
Thus heavily?

Eliza, 'tis because I part,  
My life, from thee.

Tost on the rude and foaming wave,  
O'er which the howling tempests rave,  
In distant climes I go to brave  
The furious sea—  
My doom, perhaps a watery grave,  
Far, far from thee.

Oh! say, thou all on earth I prize,  
Wilt thou my absence mourn with sighs,  
And heav'n invoke, with uplift eyes,  
To speed my way?  
Wilt thou?—but see, the signal flies,  
I must not stay.

By storms that sweep the deep abyss,  
By plighted vows, by all our bliss,  
By this embrace—and this—and this—  
Dear girl, be true;  
Remember love's last parting kiss!  
Adieu! Adieu!

## L I N E S,

*To the Memory of EDWARD HAMPDEN ROSE, late of his Majesty's Ship  
l'Impetueux, and Author of several pieces under the signature of  
"A FOREMAST MAN."\**

"Such is the fate of simple Bard,  
On Life's rough ocean luckless starr'd,  
Unskilful he to note the card  
Of prudent lore,  
Till billows rise, and storms blow hard,  
And whelm him o'er."—BURNS.

FROM Erin's Isle, where vainly rave  
The wild Atlantic wind-swept wave;  
Where bloom the fair—where dwell the brave,  
Thou sped'st along,  
Musing, as on life's tempest drave,  
The future song.

Wild wit was thine—to Nature true,  
With keenest point thy pencil drew

The mental sketch, the moral view—  
 An untaught Bard :  
 And be the wreath, to genius due,  
 Thy just reward !

Ah ! doom'd, like Dermody, to stray  
 A devious course, how sank thy day,  
 Without one kind, one parting ray,  
 To gild the gloom !  
 Finding kind HEAV'N alone thy stay—  
 An early tomb.

So sank, so fell my matchless BURNS,  
 Whom Scotia, Erin, Albion mourns—  
 Sky-wrapt, and earth-beguil'd by turns—  
 By Coila crown'd ;  
 Pouring, amid of fate the spurns,  
 A strain renown'd.

Son of the Wave, life's dreary roar,  
 At last is hush'd—the storm is o'er,  
 Thy shatter'd bark has reach'd the shore  
 Of endless rest :  
 Nor toil, nor pain, shall vex thee more,  
 So long unblest.

Pensive I gaze the Poet's bed  
 Clay-cold, where rests his care-worn head :  
 The proud man's sneer, and tyrant's dread,  
 Once felt, are past,  
 And ROSE lies number'd with the dead,  
 Hous'd from the blast !

To thee, the lay—a kindred mind  
 Like thine to Pomp's false glitter blind,  
 Like thine to sternest Fate resign'd,  
 Upon thy sword,  
 A wild wreath throws, the brows to bind  
 Of Ocean's Bard.

N. T. C.

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ON THE PROMOTER, AND VICE-PRESIDENT OF THE INTENDED  
 BRITISH HERRING FISHERY COMPANY.\*

THAT pains-taking body.  
 Vice-President ODDY,  
 Has of late touch'd the pelf of curmudgeons :—  
 He engages to catch  
 Of nice herrings a batch—  
 But as yet has caught nothing but gudgeons



## NAVAL HISTORY OF THE PRESENT YEAR, 1810.

(September—October.)

## RETROSPECTIVE AND MISCELLANEOUS.

OUR Letters on Service announce, in the usual concise style of the Admiralty, the capture of a number of the enemy's privateers, but do not nor cannot account for our own much greater and more sensible losses in merchant vessels. In fact it appears from the coast correspondence, that at Dover, "Signals are out almost every day, on account of the enemy's privateers appearing in sight."

We have more than once referred to this very surprising fact—that, with a fleet surpassing the navy of the whole world, and by which we are enabled to set so large a portion of it at defiance, we cannot guard our coasts from insult. We therefore deem it our duty to recall to mind a recommendation issued by the Admiralty last year, viz. "That all masters of merchant vessels do supply themselves with a quantity of false fires, to give the alarm on the approach of an enemy's cruiser in the night, or in the day; do make the usual signal for an enemy, in being chased by, or discovering a suspicious vessel; and, in the event of their capture being inevitable, either by night or day, that the masters do cause their jeers, ties, and haulyards to be cut, and unreeved, and their vessels be otherwise so disabled, as to prevent their being immediately capable of making sail."

EXCHANGE OF PRISONERS. We are sorry to learn, that there is little hope of the success of the negociation for an exchange of prisoners of war. There is no fixing the French government to any basis of exchange. Every concession on our part, has produced new demands on theirs, and the only principle which they seem inclined to adopt or allow is, to have every thing their own way. The negociation, after many months discussion, was, we understand, brought at last to this point. We have at this moment not less than 50,000 Frenchmen, prisoners of war, in England. In France there are about 12,000 English, two-thirds of whom are *not* prisoners of war, but were detained in violation of the acknowledged law of nations. Many of these are women and children. Even these, however, we understand, our government was willing to admit to an exchange as prisoners of war. This being conceded, the French proposed that the whole of their 50,000 prisoners should be sent over *en masse*, for the 12,000 English (part of them *not* prisoners of war, but *détenus*), and that *afterwards* the French would release the Spaniards now in France. An exchange, of course, could not be assented to upon this principle; the effect of which would be to supply the enemy with sailors sufficient to man 25 sail of the line at least, and which would leave our allies, the Spaniards, still in the hands of Buonaparte; for there is no one acquainted with his character, who will believe he would release a man of them.

The following is the amount of the British naval force:—At sea, 96 ships of the line, 13 from 50 to 44 guns, 137 frigates, 124 sloops and yachts,

4 bombs and fire-ships, 140 brigs, 28 cutters, 57 sloops, gun-vessels, luggers, &c.; total, 600.—In port and fitting, 21 of the line, 7 from 50 to 44 guns, 31 frigates, 33 sloops, &c. 1 bomb, 38 brigs, 8 cutters, 21 schooners, &c.; total, 100.—Guard-ships, hospital-ships, prison-ships, &c. 36 of the line, 6 from 50 to 44 guns, 9 frigates, 7 sloops, &c. 1 schooner; total, 59.—In ordinary and repairing, 69 of the line, 12 from 50 to 44 guns, 62 frigates, 47 sloops, &c. 3 bombs, &c. 20 brigs, 2 cutters, 5 schooners, &c.; total, 225.—Building, 36 of the line, 15 frigates, 2 sloops, one brig; total, 56.—Grand total, 1102.

We mean to enter somewhat comprehensively into the new navigation laws of the French empire, which are well worthy our studious attention: but for the present we have only space to lay before our readers the following copy of the grounds on which one of the continental prize courts has condemned a vessel and cargo as lawful prize. The principles of this adjudication seem to have been borrowed from the French maritime code:—

Reasons of the Danish Prize Courts in Norway, for condemning the *Hannah*, of and from Boston, in America, bound to Riga with a valuable cargo:—

1st. That the supercargo's name on the role d'équipage was never inserted in the said document in America; and that his name appears to have been written by a different hand.

2d. That the captain of the brig *Hannah* had no chart of the Atlantic Ocean or sextant on board: that one of the judges, being an old sea captain, had declared it utterly impossible to navigate without the said chart and sextant, unless the captain had the ruling of the winds and waves; and of course the vessel must have come from England.

3d. The French certificates of origin, signed by Giraud, must be forged, as the French consuls in America never give such a document, and goes to prove that all the other papers are forgeries.

4th. That two old sea captains had examined the *Hannah's* log-book, and declared that there were so many imperfections, that she must have come from England.

5th. That the water on board was too sweet to come from Boston, and of course must have been filled in England.

6th. That among the captain's papers was found a letter directed to John Kettle, forwarded by the brig *Merry Quaker*, whereas the vessel is now called by another name; that from all these circumstances the court condemned the said brig *Hannah* and cargo as lawful prize, the vessel's papers being all forged, and that she came from England. This sentence was received August 10th, at eleven A.M.

In answer to which a sort of *round-robin* has been published by some American ship-masters, in answer to the reasons given by the Danish prize court for condemning the *Hannah*, which deserves a place here, not less as a document applying to the system and to the case, than as a curious memorandum of *Jonathana's* navigation across the Atlantic. “We, the undersigned masters of American vessels now in the port of Christiansand, having

heard with astonishment that some of the principal charges brought against the American brig *Hannah*, from Boston, direct bound to Riga and a market, and condemned at the prize court of this place are as follows: 1st. *That the said court have pronounced it absolutely impossible to cross the Atlantic Ocean without a chart of the same*: 2d. *That it is equally impossible to cross the Atlantic without the aid of a sextant*: We, therefore, feel fully authorized to assert, that we have frequently made voyages from America to Europe without the above articles; and we are fully persuaded that every seaman with common nautical talents or skill, who has ever crossed the Atlantic, cannot hesitate to subscribe to the same [!] 10th August, 1810.

The affairs of Russia seem to be assuming, almost daily, a more gloomy aspect; and whilst her senseless hostility to this country is involving her trade in ruin, and rendering her less able to bear the imposts that have been accumulated upon her, her war with Turkey is thinning the ranks of her armies, without adding to her military fame.

The autocrat has been indulging in his dream of bliss, whilst the establishment of one French general in Sweden, and the open avowal of fixing another in Poland, must at last have withdrawn the veil or delusion which has blinded him, and him only, so long. There are those who will see in the establishment of a kingdom in Poland, that retributive justice which suffers no great crime to go unpunished, and which has amply avenged upon the heads of Austria and Prussia, and which is now about to avenge upon Russia, the crimes and cruelties committed in Poland.—A French general, the slave of Buonaparte will be the sovereign—he will govern the country for Buonaparte, and must follow all the windings of his policy, and be subservient to all the views of his ambition.—These designs upon Poland seem to be on the eve of their execution.

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### Letters on Serbice,

*Copied verbatim from the LONDON GAZETTE.*

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ADMIRALTY-OFFICE, SEPTEMBER 4, 1810.

*Copy of a Letter from Vice-admiral Bertie, Commander-in-chief of his Majesty's Ships and Vessels at the Cape of Good Hope, to John Wilson Croker, Esq. dated on board the Ranger Transport, Table Bay, 30th of June, 1810.*

SIR,

I HAVE the honour to transmit herewith, for the information of their lordships, a copy of a letter addressed to me by Captain Lambert, of his Majesty's ship *Iphigenia*, with its enclosures from Captain Willoughby, commanding his Majesty's ship *Nereide*, containing an account of an enterprise successfully performed by him at Port Jacotel.

I have the honour to be, &c.

A. BERTIE.



*His Majesty's Ship Iphigenia, off the Mauritius,  
May 5, 1810.*

SIR,

I have the honour to transmit you a letter that I this day received, bearing date the 1st instant, from Captain Willoughby, of his Majesty's ship *Nereide*, detailing an account of a most gallant enterprise performed by him at Port Jacotel, on the south-east coast of this island; his success, I am happy to add, was crowned with inconsiderable loss, considering the force he had to contend with.

I have the honour to be, &c.

*Vice-admiral Bertie, &c.*

H. LAMBERT.

SIR,

*His Majesty's Ship Nereide, May 1, 1810.*

On reconnoitring the south-east coast upon this date, I perceived at the anchorage of Jacotel a ship of about four hundred tons, and as she lay within pistol-shot of the two batteries which commanded the entrance and the harbour, I did not leave the *Nereide* until twelve o'clock A.M. and after much difficulty found and entered (at five) the narrow intricate passage, and owing to low water, the surf half filling the boats, I was in hopes of landing and falling in upon their left battery without being discovered, but the Imperial schooner *l'Estafette*, of four brass guns and fourteen men, commanded by Ensign de Vaisseau Henry Chauvin, unfortunately lying at anchor, so completely gave the alarm, that by the time the boats grounded, both batteries and two field pieces were playing upon the only spot we could land, and our men no sooner formed upon the beach than received by a heavy fire of musketry. As every officer knew before we landed what was to be done afterwards, the whole party was instantly upon the run, and in ten minutes in possession of the above battery; having spiked the guns, we moved towards the guard-house, protected by two field-pieces, forty troops of the 18th regiment of the line, twenty-six artillery, and a strong party of militia, the whole commanded by Lieutenant Rockman, of the 18th regiment. This party, while we were taking the battery, had attacked and driven our boats, with the division left to protect them, into the centre of the harbour. Their opening fire upon us was the signal for charging, and, to my astonishment, they instantly gave way with a speed we could not equal; their officer, who deserved to command better soldiers, was taken prisoner with his two field-pieces.

Hitherto twilight had hid our force; full day shewed to the enemy the *Nereide's* small band of volunteers, consisting of fifty seamen, and the same number of marines; the strongest battery in their possession, and to gain which it was necessary to pass the River Jacotel, at the foot of a high hill, covered with wood, and defended by the commandant of the Savannah district, Colonel Etienne Colgard, two cannon, and a strong body of militia. Owing to the late heavy rains, we found the river swelled, and current so strong, that the tallest men could scarcely wade, the short helped over, and more than half the party upon the swinn, and in the thick of fire from the enemy; but this difficulty no sooner surmounted, (though not without the loss of the greatest part of our ammunition) than three cheers warned the enemy to prepare for the bayonet. The Jungle-Hill, two guns, battery, and colours were carried in style, and the commandant, Colonel Colgard, taken prisoner; nor do I think an officer or man of the party, except myself, had an anxious thought for the result of this unequal affair.

Having spiked the guns and one mortar, burnt and destroyed their carriages, the works, magazines, &c. and embarked the field-pieces, some naval and military stores, I was upon the point of returning to the ship, when the strong party I had driven from the first battery and field-pieces,

appeared to have recovered from their panic, re-assembled (strongly reinforced by the militia and Bourgeois inhabitants of the island) upon our left, and as the Nereide's attack of Jacotel was the first ever made upon any point of the Isle of France, and knowing its principal defence consists in its militia, I determined upon running some risk of letting them know what they had to expect if their island was ever attacked by a regular British force. Moving towards them, they at the same time advancing within musket-shot, they opened their fire, and I instantly turned direct into the country in an oblique line to them, to get into their rear, and if so, not to leave to the defeated party the resource of a retreat; at first they halted and remained upon their ground, but the moment we began to move in quick time, and they understood my intention, than they again beat us in fair running for more than a mile into the country. On returning to our boats, we burnt the signal-house, flag-staff, &c. a mile from the beach, and having sounded well the harbour, and done all I wished, I again embarked and returned to the Nereide.

I now beg you will allow me to express how highly I approve of the gallant and regular conduct of every officer and man landed; indeed I feel myself under the greatest obligation to the seniors, Lieutenants Burn, Langharn, and Deacon, and Lieutenant Cox, commanding the marines, with Lieutenant Desbrisay under him. I have to regret my return of killed and wounded.

The loss of the enemy could not be ascertained, nor do I know the force opposed to us, but from every information gained, and from the French officers themselves, they declare that six hundred men can reinforce the batteries by signal in an hour. I remained on shore four hours, in a clear morning, and the signal was flying the whole of the time. I have, &c.

N. J. WILLOUGHBY.

*Henry Lambert, Esq. Captain of his Majesty's Ship Iphigenia, and senior Officer off the Isle of France.*

#### *A Return of Killed and Wounded.*

Thomas Knight, marine, killed; Lieutenant H. C. Deacon, slightly wounded; John Bowers, marine, dangerously wounded; — Howe, corporal of marines, slightly wounded; Henry Palmer, seaman, severely wounded; Alexander Poulson, seaman, ditto; Henry Crawford, seaman, ditto; William Williams, seaman, slightly wounded.

Admiral Sir J. B. Warren, Bart. and K.B. commander-in-chief of his Majesty's ships and vessels at Halifax, has transmitted to J. W. Croker, Esq. the copy of a letter which he had received from Captain E. Hawker, of his Majesty's ship *Melampus*, giving an account of his having, in company with his Majesty's sloop *Driver*, captured on the 28th of May last, a fine French corvette brig letter of marque, burthen four hundred tons, with ports for twenty heavy carronades, and a complement of seventy-four men, her name *la Fantome*; she had made three captures.

#### SEPTEMBER 8.

*Extracts of two Letters from Vice-admiral Drury, Commander-in-chief of his Majesty's Ships and Vessels in the East Indies, addressed to the Hon. W. W. Pote, and dated on board his Majesty's Ship Russel, Madras Roads, the 16th of February, 1810.*

I have received a letter from Captain Briggs, of his Majesty's ship *Clozinde*, stating his having captured on the 28th of January last, off the Basses,



the French ship privateer *l'Hervie*, mounting eight twelve-pounders, pierced for fourteen guns, and with a complement of fifty-seven men.

Lieutenant William Kempthorne, commanding his Majesty's brig *Diana*, has captured the *Tephin*, a Dutch national brig of war, on the 11th of September last, having fourteen guns.

*Copy of a Letter from Vice-admiral D'Auvergne, Commander-in-chief of his Majesty's Ships and Vessels at Guernsey, to John Wilson Croker, Esq, dated on board his Majesty's Ship Ulysses, Granville Bay, Jersey, the 30th of August, 1810.*

SIR,

I have the honour to transmit enclosed, for the information of my Lords Commissioners of the Admiralty, the master of the hired cutter *Queen Charlotte's* report of the very gallant action he sustained yesterday afternoon with one of the enemy's large cutters near Alderney; when the great disproportion of force opposed to our small vessel is considered, the conduct of Mr. Thomas, the commander of the *Queen Charlotte*, and his gallant little crew, appears highly creditable to them.

The *Queen Charlotte* is armed only with eight four-pounders and twenty-five men, whereas the enemy's vessel appears to have been formerly the *Swan*, one of our revenue cutters, captured about two years ago off Portland, and is known to be armed with sixteen twelve-pounders, from eighty to one hundred men, and still, with that immense superiority, found it meet to give way to the distinguished gallantry of our little vessel, who besides being shattered in her rigging and sails, I have to lament that most of her wounded are grievously so, one has died and another is given over, but the rest are doing well at Alderney, where they were landed after the action, the cutter having no surgical assistance on board.

I have the honour to be, &c.

J. D'AUVERGNE & BOUILLON,  
Vice-admiral.

*His Majesty's hired Cutter Queen Charlotte,  
St. Aubin's-Bay, August 30, 1810.*

SIR,

I have the honour to acquaint you, that proceeding off Cherbourg, agreeably to your orders, with Mr. P. A. Mulgrave, on the 29th instant, at three P.M. Alderney bearing S.S.W. three or four leagues, observed a large cutter in the S.E. standing for us, with an English white ensign and pendant flying; not liking her appearance, I made the necessary preparation for giving her as warm a reception as possible. At half-past three he came close to us, luffed up, and hauled down the English ensign, and hoisted French, and at the same time we gave him our broadside of round and grape, which was quickly returned by the enemy; we continued the action within pistol-shot till five P.M. when the enemy hauled his wind to the N.E. leaving us in no condition to follow him, having the boatswain killed, and fourteen wounded, some of them badly; among the latter is Mr. P. A. Mulgrave. At six P.M. two shore-boats came off from Alderney, and I sent the wounded men by them on shore.

From the great superiority of the enemy, being a large cutter of sixteen guns, and full of men, and our crew only twenty-five men in all, I trust that the conduct of his Majesty's hired cutter *Queen Charlotte* will meet your approbation on this occasion.

I cannot say too much in praise of my chief mate and pilot, and all my little crew, for their undaunted bravery and good conduct. I enclose a list of the killed and wounded,

I have the honour to be, &c.

JOSEPH THOMAS, Master.

*To Vice-admiral D'Auvergne, &c.*



John Loria, boatswain, killed; John Adams, mate, badly wounded; James Flinders, seaman, ditto; Edward Baker, seaman, ditto; John Matson, seaman, ditto; Theophilus Carter, seaman, ditto; George Warren, seaman, badly wounded; John Robinson, seaman, ditto; Henry Knowles, seaman, ditto; John May, seaman, ditto; John Spidneck, seaman, slightly wounded; Richard Spidneck, seaman, ditto; William Rogers, seaman, ditto; Thomas Dickerson, seaman, ditto; Mr. P. A. Mulgrave, very badly wounded.

*Extract of a Letter from Captain Byron, of his Majesty's Ship Belvidera, to John Wilson Croker, Esq. dated North Yarmouth, 6th Instant.*

You will be pleased to inform my Lords Commissioners of the Admiralty, that being near in-shore off Studtland, coast of Norway, on the 22d of July, his Majesty's ship Nemesis in company, I observed a deep bay in the evening, and sent Mr. M'Pherson, the master of the Belvidera, to sound round it, who perceiving three vessels at anchor, rowed near to reconnoitre them; in the night they fired at him, the strangers being Danish gun-vessels. On the following morning the launch, with a twelve-pounder carronade in bow, barge, and two cutters of the Belvidera, were well manned and armed as soon as possible, under the command of Lieutenants Nisbett and Bruce, and Lieutenant Campbell, of the royal marines; and the launch, pinnace, and yawl of the Nemesis, under Lieutenants Hodgskens and Smith; the seven boats rapidly advanced to attack the enemy, which soon began to cannonade them; the boats firing their bow guns with great effect, the Danish colours were soon struck, and the two gun-schooners, Bolder and Thor, each carrying two long twenty-four-pounders and six six-pounders howitzers, and each manned with forty-five men, in our possession; the gun-boat No. 5, carrying one twenty-four pounder, and twenty-five men, had repeatedly fired, was chased up a Fiora and abandoned by the crew, was blown up by our boats, whose excellent fire and resolution to close threw the enemy in confusion, and, notwithstanding the firmness of Lieutenants Dahlreup and Rasmussen, their commanders, caused their fire to be ineffective; we fortunately had no loss; the enemy had four men killed. I cannot sufficiently praise the conduct of all the officers, master's mates, midshipmen, and every seaman and marine of the Belvidera. Captain Ferris has expressed to me his perfect approbation of all belonging to the Nemesis.

#### SEPTEMBER 22.

*Copy of a Letter from Sir Richard Goodwin Keats, K.B. Rear-admiral of the Red, to John Wilson Croker, Esq. dated on board His Majesty's Ship the Implacable, in Cadiz Bay, the 30th August, 1810.*

SIR,

*Implacable, Cadiz Bay, August 30, 1810.*

My despatch, No. 15, will have informed their lordships of the sailing of an expedition from this port on the evening of the 22d; I have now the honour to transmit the copy of a letter I have received from Captain George Cockburn, of this ship, detailing the particulars of a descent and successful attack made on a strong corps of French troops posted at the town of Moguer. The expedition returned into Cadiz yesterday, with a few prisoners, and some volunteers for the Spanish army, having driven the enemy from Moguer and the adjoining coast with considerable loss, and about forty killed and wounded on the part of our ally.

I have received, Sir, through his Majesty's minister at this place, the copy of a letter from his Excellency M. de Bardaxi, secretary of state for foreign affairs, strongly expressive of the sentiments of satisfaction and

gratitude felt by the Council of Regency at the able and distinguished co-operation afforded General Lascy on the expedition by Captain Cockburn, the officers, and seamen under his command; and it becomes my duty to mark in the strongest manner how sensibly I feel the public service has been benefited by Captain Cockburne's able, cheerful, and zealous services.

I have the honour to be, &c.

R. G. KEATS.

*His Majesty's Sloop Jasper, in Huelva River,  
August 25, 1810.*

SIR,

I have the honour to inform you, that in pursuance of your orders, I sailed from Cadiz on the night of the 22d current, with the vessels and boats you were pleased to place under my command, for the purpose of co-operating with the Spanish armament under the orders of General Lascy. On the night of the 23d, being about four leagues to the southward of the entrance of this river, I received intimation from the General that he wished to land without further loss of time on the coast then abreast of us, as it would enable him to get to Moguer (where the French army were supposed to be) considerably sooner than he could do by water; the whole fleet being accordingly directed to anchor as close to the shore as they could with safety, I began about ten o'clock to disembark the troops, and the whole of them, as well as their horses, &c. being safely landed, between one and two o'clock, the General commenced his march, keeping along the beach, and being attended by eleven of our flat boats, (under Lieutenant Westphal, of the Implacable) for the purpose of transporting the army across a large branch of the river, which (after our landing) we were informed, intersected the way to Moguer, and extended a very considerable distance into the country. This precaution having, however, prevented their being delayed in the slightest degree, the army got to Moguer (a distance of twenty-two miles from the point of debarkation) about eleven o'clock yesterday morning, and the French army being there (according to the information), the Spaniards forgot their fatigues, and proceeded immediately to attack them. The French not being prepared for such a visit, were soon driven from the town; but having collected and rallied in the neighbourhood, they attempted to regain what they had lost, and in their turn made several desperate attacks on the Spanish advanced line; but being worsted in every attempt by the valour and steadiness of the Spanish troops, they retreated at the close of day, and will, I fear, owing to their being principally cavalry, succeed in getting to Seville. General Lascy will, however, I believe, follow them as long as he sees any chance of destroying them; and on his return from pursuing them, will reëmbark and return to Cadiz, or St. Lucar, as circumstances may authorise.

The loss of the Spaniards during yesterday was but trifling; that of the French has not yet been ascertained; but I saw several of them lying dead on the field, and about twelve of them were taken prisoners, who say they were about eleven hundred strong.

The cheerfulness with which the Spanish troops bore the fatigue of marching 22 miles, after being without rest for three successive nights, and the steadiness and valour they displayed in the action that ensued, has excited my highest admiration, and made me more sanguine than ever in the hope, that such people in such a cause must be ultimately successful. The inhabitants of this neighbourhood also shew scarcely less enthusiasm than the army come to their deliverance, and the manner in which they have greeted our arrival amongst them, sufficiently proves their attachment to their legitimate government, and their detestation of the French usurpation. I cannot, Sir, close this account of the transactions of the Spanish

army without paying my humble but sincere tribute of admiration of General Lasey, who has proved himself worthy of commanding such men, and appears by his coolness, judgment, and active bravery, to be peculiarly adapted for such services as that on which he is now employed.

It is now, Sir, a pleasant duty incumbent on me, to assure you, that nothing can exceed the good conduct of the officers and men you have placed under my orders; and I must beg leave particularly to mention to you the unremitted assistance I have received from Captain Daniell of this sloop, and from Lieutenant Westphal (1st of the Implacable), who by his conduct on this service has added to the many claims he already has to my particular notice and recommendation.

I have the honour to be, &c.

GEORGE COCKBURN.

Sir R. G. Keats, K.B. &c.

*Copy of a Letter from Captain Sir Home Popham, of His Majesty's Ship the Venerable, addressed to Admiral Lord Gambier, and transmitted by his Lordship to John Wilson Croker, Esq.*

*His Majesty's Ship Venerable, off the Dodman,  
September 19th, 1810.*

MY LORD,

L'Alexandre, a ketch privateer, from St. Maloes, on her first cruise, was captured yesterday evening by the Venerable, owing to her being very near her on the clearing of a fog. She is pierced for 16 guns, but had only four mounted. She had taken the Peggy schooner, of Bristol, off the Land's End, her crew having previously escaped in their boat to the shore, which was the reason of the privateer shifting her station further to the eastward. The Zenobia joined us during the chase.

I have the honour to be, &c.

HOME POPHAM.

Vice-admiral Sir James Saumarez, Bart. and K.B. has transmitted to John Wilson Croker, Esq. a letter he had received from Rear-admiral Dixon, with one from Lieutenant Robert Streatfield, of his Majesty's ship Ruby, reporting the destruction of two Danish armed vessels off Lessee, by two row-boat luggers, under the directions of Lieutenant Streatfield and Lieutenant Stackpoole, of the Ganges, without any loss on our part.

SEPTEMBER 25.

*Despatches, of which the following are Copies and Extracts, have been received at this Office from Vice-admiral Drury, Commander-in-chief of His Majesty's Ships and Vessels in the East Indies, addressed to John Wilson Croker, Esq.*

*His Majesty's Ship Caroline, Madras Roads,  
April 22, 1810.*

SIR,

You will be pleased to acquaint the Right Honourable the Lords Commissioners of the Admiralty, that in consequence of his Majesty's order in council, and their lordships' directions to put the island of Java and the Moluccas under the most rigid state of blockade, I endeavoured to effect it with the few ships that could be spared from India: but finding it impossible to cover such an extent of coast, so as to answer the purpose of annoying or distressing the enemy to any extent, I judged it would best be done, by seizing upon the principal settlement in the eastern islands, securing their shipping and valuable crops of the Moluccas, and thereby fulfilling the intention of the blockade in a great degree, and at the least



risk to the commercial and political interests of India. This object is materially promoted by the taking and destroying seven of the enemy's corvettes in the Java and Molucca Seas, as well as other shipping to some extent within these six months.

I selected Captains Tucker, Montagu, and Spencer, commanding the ships and vessels named in the margin,\* to execute this service. The squadron being very deficient of marines, I requested the supreme government to lend the service of two companies from one of the native regiments, which was immediately attended to, and they embarked on board the *Dover* and *Cornwallis* accordingly.

Captain Tucker has executed this service with courage and sound judgment; and as the enclosed letters upon the subject convey their own comment and commendation, any praise of mine upon the conduct of those distinguished officers and men would indeed be gilding refined gold; their lordships know well how to appreciate it.

I have the honour to be, &c.

W. O. DRURY.

John Wilson Croker, Esq. Admiralty.

Government-House, Castle New Victoria, Amboyna,  
February 20, 1810.

SIR,

Since my letter of the 8th instant, acquainting your Excellency with the capture of the Dutch brigs of war, *Reimbang* and *Hope*, by his Majesty's ship *Dover* under my command, off the island of Amboyna, the services of the force under my orders, and the capture of the said island, require that I should enter into a detail thereof.

I have, therefore, to inform your Excellency, that being joined on the 9th by his Majesty's ship *Cornwallis*, and a Dutch sloop of war, (the *Mandarine*) which she had taken, I proceeded immediately up the harbour of Amboyna, and anchored in Latitia Bay, from whence we were enabled to examine tolerably well the numerous batteries erected since the English restored the island in 1803, on the different heights commanding the fort and anchorage of Victoria, as well as the anchorage of Portuguese Bay.

These anchorages are also further protected by the Fort of Victoria, the sea-face of which is extremely strong, a battery close on the beach, well to the right of the fort, mounting four twelve-pounders, one eight-pounder, two six-pounders, and one brass thirty-two-pounder, and a heavy battery built upon piles far out in the sea, mounting nine twelve-pounders (iron), and one brass thirty-two-pounder.

On the morning of the 16th the plan of attack was determined upon, in consultation with Captains Montagu and Spencer, of the royal navy, Captain Major Henry Court, of the Honourable the East India Company's Coast Artillery, commanding the troops, and Captains Phillips and Forbes, of the Madras European regiment.

The arrangements for the attack were, that four hundred men, selected as per margin,† under the command of Captain Court, should be landed a little to the right of Portuguese Bay, and advance immediately to the attack of the batteries on the heights commanding that anchorage, as well as the town and fort of Victoria, and that, at the same time, the ships should come

\* *Dover*, *Cornwallis*, and *Samarang*.

† 176 troops; seamen and marines of the *Dover*, 85; seamen and marines of the *Cornwallis*, 105; seamen and marines of the *Samarang*, 85.—Total, 401, including officers.

tence their attack on the fort and such batteries as they could be brought to bear upon; about two P.M. the boats being all out, and every thing in readiness for landing the party selected for that service, the ships were got under weigh, and stood across the bay, with the apparent intention of working out to sea; but, by keeping the sails lifting and other manœuvres, we contrived to drift in towards the spot fixed upon for a landing, at the same time keeping the boats on the opposite side of the ship, so as not to be perceived by the enemy.

Upon a nearer approach the preparative signal was made to bear up and sail large; the ships bore up together with a fine breeze, and passing within cable's length of the landing place, slipped all the boats at the same moment per signal. The troops, seamen, and marines, were instantly landed, and formed agreeably to the directions issued by Captain Court, to whose report of their further proceedings I beg leave to refer your Excellency.

The ships immediately commenced an attack upon the port and surrounding batteries, which was continued without intermission for two hours and a half, by which time, having drifted very close in, exposed to an extreme heavy fire, particularly from the heights on the left of the town, with red hot shot, and the object of the attack being accomplished by the unexampled intrepidity of the troops, seamen, and marines, in storming, and gaining possession of the heights commanding Portuguese Bay, I took advantage of a spurt of wind off the land, and ordered the ships to anchor there.

During the night forty men were landed from the Samarang, and two field-pieces from the Dover, under the direction of Captain Spencer, who volunteered on this occasion, and succeeded in getting the guns up the heights, over a very heavy and difficult ground.

Day-light on the 17th shewed the very great advantage obtained over the enemy in the attack of the preceding day, as he had abandoned in the night the battery on the beach, as well as the water battery, both of which being very low, had much annoyed the shipping. Shortly after some shells were thrown from the fort at our positions on the heights, without doing any injury, while the shot from our batteries in return, were seen to have considerable effect.

This decided superiority, and the ships being ready to advance again, induced me, after landing and examining with Captain Court the strength of our positions, to send in a summons, a copy of which is annexed, and, in consequence, terms were submitted by the commandant of Amboyna, for the surrender of the island, and after some alteration the articles of capitulation accompanying were agreed to.

Accordingly, at nine o'clock on the morning of the nineteenth, the force originally landed under Captain Court, marched in and took possession of Fort Victoria for his Majesty, (the enemy having previously laid down their arms on the Esplanade) when the British Union was hoisted under a royal salute from the fort and shipping.

I beg leave to congratulate your Excellency on the acquisition of this important colony, defended by one hundred and thirty Europeans, and upwards of one thousand Javanese and Madurese troops, exclusive of the officers and crews of three vessels sunk in the inner harbour, many of which are Europeans, amounting to two hundred and twenty men, aided by the Dutch inhabitants and burghers, who were stationed in the batteries on this very formidable line of defence, as will appear by the return made thereon.

I trust it will appear, that the characteristic coolness and bravery of the British soldiers and seamen, have seldom shone forth with greater lustre than on this occasion, in the intrepid conduct displayed by the handful

of brave men, which I have had the honour and good fortune to command.

It now remains for me to perform that pleasing but difficult part of my duty, the endeavour to do justice to the merits of the officers and men employed on this service.

By Captain Court's report (to whose judgment, and the very able disposition of the force under his orders, is to be attributed, in a great measure, the early surrender of the island), your Excellency will perceive the high terms that distinguish every individual, and in which encomiums, so justly bestowed, I most heartily concur.

I must not omit to mention the very essential assistance rendered the expedition by that able officer Captain Phillips, from his local knowledge, and being complete master of the Malay language; for his readiness in rendering that assistance on all occasions, I feel myself much indebted to him.

To Captains Montagu and Spencer, their officers and crew, the greatest praise is due, for the able support afforded by them in the attack on the fort and batteries, where a difficult navigation, with baffling winds and strong currents, required the greatest judgment in the management of the ships.

Captain Montagu speaks highly of the assistance he received from Lieutenant Peachy (first lieutenant), Mr. Garland, master, and Mr. Scott, the purser, the only officers left on board the Cornwallis.

Captain Spencer also mentions, in the most handsome manner, the aid he received from his first lieutenant, Mr. Dabine; and I beg to recommend to your Excellency's notice Lieutenant Incedon, first of the Dover, from whom I have received the greatest support throughout the whole of this service, particularly so on the day of action, when the other lieutenants were absent from the ship. The conduct of Mr. Morgan, the master, also meets my approbation.

It fell to the lot of Mr. Palmer, the purser, (who volunteered on this occasion) to command the main deck, in consequence of the absence of the other officers; to him I am particularly indebted for his aid on this occasion, as well as on many others, whenever he thought his services might be useful.

The warrant and petty officers, and that part of the ship's company remaining on board, are entitled to my warmest commendation, for a conduct every way worthy the established character of British seamen.

I have the honour to be, &c.

EDWARD TUCKER,

*W. O'Brien Drury, Rear-admiral of the Red,  
&c. East Indies.*

*To Captain Edward Tucker, commanding his Britannic Majesty's Ships, and the Forces employed on the Expedition to the Eastward.*

SIR,

I have the honour to report to you by this, the earliest opportunity afforded me, the operations of the troops and seamen employed under my command, in the attack upon the enemy's out-posts on the 16th instant.

The force destined for this service, composed of the number of men named in the margin,\* having landed about two o'clock P.M. agreeably to

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\* Detachment of artillery, 46; Madras European Regiment, 130; seamen and marines from the Dover, 85; seamen and marines from the Cornwallis, 105; seamen from his Majesty's ship Samarang, 35.—Total of all descriptions, including officers, 401.



your orders, and being formed, according to instruction I had previously given, the advanced party under Captain Phillips, consisting of thirty rank and file of the 2d battalion, artillery under Lieutenant Stewart, the detachment of royal marines from his Majesty's ship *Dover*, under Lieutenant Higginson, and a detachment of one company of the Madras European regiment, with a party of seamen from his Majesty's ship *Dover*, under Lieutenant Jeffries, in all about one hundred and eighty men, was directed to attack the battery at Wannetoo, situated on the top of a small hill, of a most commanding height and position, and defended by five iron twelve-pounders, two iron eight pounders, two iron six-pounders, and two five and an half inch brass howitzers.

This the most advanced post of the enemy, and commanding the shore at Portuguese Bay, was attacked with that gallantry, promptitude, and judgment which were to be expected from the exertions and talents of that distinguished officer Captain Phillips, of the Madras European regiment, and was immediately carried, notwithstanding the determined opposition of the enemy, who had two officers killed, and one desperately wounded, after the entrance of our party into the battery.

Under the able directions of Lieutenant Duncan Stewart (who, though wounded, continued at his post) three of the guns were immediately brought to bear upon the enemy in his retreat, and subsequently upon the enemy's post at Batter Gaotong, which had opened a fire upon our troops at Wannetoo on their taking possession thereof.

With the remaining force,\* I proceeded along the heights to turn the enemy's position at Batter Gaotong, situated about one thousand five hundred yards distant from, and nearly on the same level with that at Wannetoo, and which commanded the town of Amboyua and Fort Victoria. This party endured with the greatest spirit and patience a most fatiguing and troublesome march, ascending and descending hills over which there was no road, and many of them so extremely steep as to require the assistance of the bushes for the men to get up and down by. Their toils were, however, rewarded by our reaching, a little after sunset, an eminence which effectually commanded the enemy, and by the satisfaction we experienced on finding that we had pursued the only mode of attack against this post (so strong by the nature of the ground) which admitted a probability of success, otherwise than by a great sacrifice of lives.

The enemy, who was collected in some numbers, retired immediately we were perceived on the heights above them, and we entered the battery without opposition, where we found four iron 12-pounders, and one iron 9-pounder.

The consequences of our successes in obtaining possession of Wannetoo and Batter Gaotong, were observed by the desertion, on the part of the enemy, of two batteries which had annoyed the ships, and which became exposed to our commanding fire. One of them, called the Wogoo battery, is situated on the shore. The other is erected upon piles, some distance in the sea; they were both well calculated for defence against a naval attack, and were covered by a very thick parapet. The ordnance found in them are expressed in the margin.†

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\* One company of Madras European regiment, Captain Forbes; the seamen and marines from his Majesty's ship *Cornwallis*; the seamen from the *Samarang*; 15 artillery-men.—This body was under the immediate orders of Captain Forbes, who fulfilled the duties of this charge to my greatest satisfaction.

† Wogoo battery—4 iron 12-pounders; 1 ditto 8-pounder; 2 ditto 6-pounders; and 1 brass 32-pounder carronade.

Battery in the sea—9 iron 12-pounders, and 1 brass 32-pounder carronade.

During the night of the 16th instant, two 12-pounders and one 9-pounder were relieved of the spikes, in the Batter Gangtong battery, which, on the following day were brought to fire on the fort. The enemy returned our fire (which continued until your summons for the surrender of the town) with shells, but without effect.

Our loss,\* in obtaining our advantages was trifling, in comparison with the importance of their consequences, and considering the obstacles the troops had to surmount.

In expressing my sentiments of the conduct of the officers and men employed on this occasion, I cannot speak too highly of their exertions; to which, and the formidable fire the enemy had experienced from the ships, must be attributed the early surrender of this important colony.

I have already, I hope, done justice to the military conduct of Captain Phillips, to whom I am likewise under the greatest obligations for his advice. You are aware, sir, how much the service is indebted to that officer for the very important assistance derived from his knowledge of the Malay language.

To Captain Forbes, of the Madras European regiment, I owe every acknowledgment for the benefit of his judgment and his advice.

Lieutenant Duncan Stewart, attached to the artillery, to whose lot it fell to head the party against Wannetoo, acted most nobly up to his station. He was the first that entered the battery, and gave the Dutch officers an opportunity to surrender, which generous offer was on their part declined. He continued to perform his duty throughout the service, notwithstanding a severe cut he received in the hand.

Lieutenant Jeffries, of the royal navy, received a concussion in the breast, from a spent grape-shot, but I am happy to say, the service was, at no period deprived of his valuable assistance.

It is but justice due to the royal marines, troops, and seamen, to make known to you, the steadiness with which they advanced against Wannetoo, under a heavy fire of grape and musketry, not a shot was fired until they reached the breastwork of the battery. Such a testimony of their valour and conduct, while highly honourable to the royal marines and troops, must reflect more than ordinary credit upon the seamen.

The capitulation of the town has prevented the further necessity of the troops and seamen displaying that valour and steadiness which had been conspicuous in every part of their conduct throughout this service, and which their undiminished ardour gave every reason to conclude, would have been attended with similar success, although opposed to the more formidable defences of Battameera and Gillala.

I have herewith the honour to enclose a return of ordnance, mounted on the castle of Victoria, and on the several batteries to the right and left thereof. The return of stores is too voluminous to enable me at present to transmit you.

M. H. COURT, Captain, commanding the troops employed on the expedition to the eastward.

*Fort Victoria, 27th February, 1810.*

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\* 1 corporal of marines belonging to the Samarang, 2 privates of the Madras European regiment, and one seaman of the Dover, killed; 1 lieutenant and 1 corporal of the 2d detachment of the British artillery, 4 privates of the Madras European regiment, and 4 seamen of the Dover, wounded,

*To D'Heukelugt, Esq. Governor of the Moluccas at Amboyna.*

SIR,

The very decided advantages already gained by the British forces, in having now the complete possession of four of your principal batteries, with, a great force, an abundant supply of ammunition and provisions, and a situation from which I can destroy your town and fort, motives of humanity induce me to wish to spare the effusion of blood, and destruction of private property that must ensue in the event of a regular siege.

I therefore demand that you surrender the island of Amboyna to the forces of his Britannic Majesty, under my command, and entreat you to surrender it without delay.

I have the honour to be, &c.

EDWARD TUCKER.

*His Britannic Majesty's Ship Dover, off  
Fort Victoria, February 17, 1810.*

*J. P. F. Filtz, Colonel Adjutant-general and Commander-in-chief at the  
Moluccas, to Edward Tucker, Esq. Captain of His Majesty's Ship Dover,  
and commanding the British Forces at present in the Roads of Amboyna.*

SIR,

The concurrence of unfavourable events, added to the infidelity and treacherous conduct of the Amboynese inhabitants, who, in return for the benefits so lately bestowed upon them, nevertheless exhibit a determined enmity to the Dutch nation, induce me, to prevent other distresses, and the further effusion of blood (although not yet deprived of all further means of defence), to avail myself of the advantage which a capitulation affords. I have, therefore, the honour to annex the accompanying articles of capitulation, in the confidence that they will be considered conformable to the sentiments of a military heart, and will be accordingly agreed to. In that hope,

I have the honour to be, &c.

J. P. F. FILTZ.

*Amboyna, in the Castle New Victoria,  
17th February, 1810.*

*Articles proposed by Jean Phillippe Francis Filtz, Colonel Adjutant-general to His Excellency the Marshal and Governor-general Daendels, and Commander-in-chief of the Forces of the King of Holland, employed at the Moluccas, for the Surrender of the Island of Amboyna to His Britannic Majesty's Forces now before the Place.*

Art. I. The garrison of Amboyna to march out with all military honours, with field-pieces loaded, matches lighted, and colours flying. The officers to retain their swords, and to be subsisted up to the day of their departure. On quitting the castle of Amboyna, the officers and soldiers are to be accommodated with habitations at the expense of the British government, and their rations are to be continued to them, until the setting in of the eastern monsoon, when they are to be conveyed to the island of Java, at the expense of the British government. The Javanese and Madurese are to be permitted, at their departure, to have their creeses returned to them. Such officers, and others, who may be established on the island, shall not be required to quit it, giving their parole of honour not to serve against the British government during the present war.—Answer—Granted. The troops laying down their arms on the esplanade.

Art. II. All persons in civil employ shall be permitted to return to the island of Java, at the expense of the British government, or at their own desire with their own expense.—Answer—Granted,



Art. III. The English government ensures security to all persons during their residence on the island.—Answer.—Granted.

Art. IV. The garrison and civil servants shall be paid their allowances respectively, up to the day of their surrender.—Answer. Granted.

Art. V. The private property of every person, civil, military or inhabitants, shall be freely and securely protected by the British government, and which, on their departure from the island, they shall be permitted to carry with them.—Answer. Granted.

Art. VI. The paper money at present in circulation shall bear the same value as hitherto it has borne.—Answer. Granted.

Art. VII. The money and effects of colleges of orphans, the Yacouse poor, church, and lepers, and others of the same description, shall be secured to them, and the money due by the Dutch government to them shall be paid from the treasury chest.—Answer. The property of the several colleges shall be protected. All claims on the Dutch government shall be attended to.

Art. VIII. In like manner the loans and assignments of the several servants and inhabitants to the Dutch government, amounting to the sum of seventy thousand dollars, shall be paid out of the treasury chest, otherwise several individuals will become destitute and ruined.—Answer. The well-known liberality of the British character shall not be forfeited on this occasion, the claim therefore contained in this article will be paid as far as the dollars found in the treasury chest will admit.

Art. IX. The vessels, with their cargoes, now lying in the harbour of Amboyna, or others that may be at sea, belonging to the inhabitants of Amboyna, shall not be confiscated.—Answer. All vessels at present in the harbour must become prize to his Britannic majesty's ships; but, upon sufficient proof being produced that they are bona fide the property of individuals (inhabitants of Amboyna) they will be restored. All vessels that may arrive under Dutch colours must abide the decision of the laws established on this head.

Art. X. The several colleges shall be continued on the same footing as hitherto, and their rights over every person without exception, who have served under the Dutch government, shall be continued according to the Dutch laws.—Answer. Granted until his Britannic Majesty's pleasure be known.

Art. XI. The money and effects belonging to the Dutch government, shall be delivered over to the British crown, by a commission named on both sides.

All the public and secret government papers shall be surrendered in the same manner; nevertheless it shall be permitted (if such be deemed necessary) that authentic copies be taken of the papers, serving for the responsibility of the Prefect Heûkelugt, and the Colonial Commander-in-chief Filtz.—Answer. Granted.

Art. XII. The Vendu masters shall be maintained in their demands upon the out-standing debts of Vendu monies, with the rights of preference in parate of execution, which is competent to them.—Answer. Answered in the tenth article, (viz.) that the Dutch laws shall exist.

Art. XIII. Every notary paper, and each notary act and instrument, shall be maintained and honoured.—Answer. Answered as above.

Art. XIV. The officers and equipage of the Mandarin, Rembang, and Hope, shall be delivered up, and considered in like manner with the officers of Amboyna.—Answer. Refused. But the officers will be permitted to go on shore on their parole of honour, not to serve until exchanged: and their property shall be protected. They will also be allowed to go to Java on their parole, if not contrary to our marine laws, regarding the condemnation of prizes.

Art. XV. The state prisoners which are here, shall be transported to Banda or Batavia, in a cartel ship, with their families, direct at the expense of the marshal.—Answer. Granted.

Art. XVI. In consequence of an order from Batavia to diminish the weight of the copper-money, there has been received from several Chinese inhabitants about three or four hundred dollars, this money is lying in the treasury chest, not yet exchanged, and is to be repaid to the owners.—Answer. Granted.

Art. XVII. The former Governor of Banda, being here, under a civil arrest, by order of his excellency the marshal, and on his way to Batavia to answer for his conduct, it is requested that he shall quit the island with the garrison.—Answer. Granted.

EDWARD TUCKER, captain of his Britannic Majesty's ship *Dover*, senior officer, and commanding the British forces at Amboyna.

M. H. COURT, captain, commanding the troops.

J. P. F. FILTZ, colonel, adjutant-general, commandant-in-chief of the troops of his Majesty, the King of Holland, here.

*Return of mounted Ordnance on the Fortification of Fort Victoria, and on the Batteries on the Heights to the Right and Left thereof.*

*Fort Victoria.*

Brass.—2 twenty-four-pounders, 2 eight-pounders, 2 four-pounders, 14 one-pounders, 1 three-quarter-pounder, 14 one-half-pounders, 3 seven-inch mortars, 3 five-inch ditto, 3 four-inch ditto.

Iron.—2 twenty-four-pounders, 10 eighteen-pounders, 28 twelve-pounders, 24 eight-pounders, 7 six-pounders, 3 three-pounders, 11 two-pounders.

*To the Left of Fort Victoria.*

Brass.—2 thirty-two-pounder carronades, 2 six-inch mortars.

Iron.—22 twelve-pounders, 2 eight-pounders, 9 six-pounders, 2 three-pounders, 2 two-pounders.

*To the Right of Fort Victoria.*

Brass.—2 thirty-six-pounders, 5 three-pounders, 4 six-inch mortars, 3 four-inch howitzers.

Iron.—2 twenty-four-pounders, 11 twelve-pounders, 8 eight-pounders, 4 six-pounders, 4 three-pounders, 2 two-pounders.

Total—215.

*Dismounted Iron Guns.*

4 eight-pounders, 2 six-pounders, 12 two-pounders.—Total, 18.

M. H. COURT,  
Captain commanding the troops.

SIR, *His Majesty's Ship Dover, Amboyna, March 1, 1810.*

I have the pleasure to acquaint your Excellency, that since my letter of the 20th ultimo, the valuable islands of Saparoua, Harouka, and Nasso-Laut, as well as those of Bouro and Manipa, have surrendered to his Majesty's forces under my command.

I have the honour to be, &c.

EDWARD TUCKER.

*To his Excellency W. O. Drury, Esq. Rear-admiral of the Red, Commander-in-chief, &c.*

*His Majesty's Ship Caroline, in Madras Roads,  
April 22, 1810.*

SIR,

Enclosed I beg leave to transmit you, for the information of the Right Honourable the Lords Commissioners of the Admiralty, a return of the vessels of war and merchantmen captured and destroyed by the blockading squadron on the coast of Java and the Moluccas, under the command of Captain Tucker, of his Majesty's ship *Dover*, between the 8th of December, 1809, and the 5th of March, 1810.

I have the honour to be, &c.

John Wilson Croker, Esq.

W. O. DRURY.

*His Majesty's Ship Dover, Amboyna Roads,  
March 5th, 1810.*

SIR,

I have the honour to enclose to your Excellency returns of the vessels captured, detained, or destroyed by his Majesty's ships under my command, between the 8th of December, 1809, and the date hereof.

I am, &c.

EDWARD TUCKER.

William O'Brien Drury, Esq. Rear-  
admiral of the Red, &c.

*Return of Vessels of War captured by his Majesty's Ships under my Orders,  
between the 8th of December, 1809, and 5th of March, 1810.*

Dutch ship *Mandarine*, Captain Besman, of 16 guns, and 66 men, captured February 3, 1810, by his Majesty's ship *Cornwallis*.

Dutch brig *Rembang*, Captain O. H. de Wathys, of 18 guns, and 100 men, captured February 6, 1810, by the *Dover*.

Dutch brig *Hope*, Captain J. Lu Cardie, of 10 guns, and 68 men, captured February 6, 1810, by the *Dover*.

Dutch brig *Mandurese*, Captain Guasteranus, of 12 guns, sunk February 19, 1810, in the inner harbour of Amboyna, and raised since that island surrendered.

Dutch cutter, Lieutenant Haam, of twelve guns, sunk as above.

Dutch cutter *San Pan*, Lieutenant Dickkert, of 10 guns, sunk as above.

The officers and crews of the three last-mentioned vessels, amounting to 220 men, serving on shore in the fort.

Dutch brig *Margaretta Louisa*, Captain De Ruiter, of 8 guns (pierced for 14) and 40 men, captured March 2, 1810, by the boats of the *Cornwallis*, under Lieutenant Peachy.

EDWARD TUCKER.

*Abstract.*

Seven vessels of war of various descriptions, 42 government supply vessels of various descriptions, three neutrals.

Total of every description—52.

E. T.

*His Majesty's Ship Caroline, in Madras Roads,  
the 23d April, 1810.*

SIR,

My letter of yesterday enclosed, for the information of the Lords Commissioners of the Admiralty, a return of vessels of war and merchantmen captured and destroyed by the blockading squadron employed on the coast of Java and the Moluccas, under the command of Captain Tucker, of his Majesty's ship *Dover*; and I now beg leave to transmit copies of the several letters, detailing the circumstances under which those events took place.

I have the honour to be, &c.

W. O. DRURY.

John Wilson Croker, Esq. Admiralty.



*His Majesty's Ship Dover, off Batavia,  
December 11, 1809.*

Since the 8th, the Dover's boats have captured the following Dutch vessels:—

A prow, of two guns, and ten men; ditto, of two guns, and twelve men; ditto, of four guns, and twelve men; ditto, of three guns, and 11 men.

EDWARD TUCKER.

*William O'Brien Drury, Esq. Rear-admiral  
of the Red, &c. East Indies.*

*His Majesty's Ship Dover, Coast of Java,  
January 22, 1810.*

SIR,

Since my last to your Excellency, dated off Batavia, 11th December, 1809, I have captured, in his Majesty's ship Dover, under my command, the following Dutch vessels:—

A prow, of three guns, and ten men; ditto, of three guns, and twelve men; ditto, of one gun, and seven men; ditto, of one gun, and six men; ditto, of two guns, and nine men; ditto, of two guns, and 8 men; ditto, of two guns, and six men; ditto, of one gun, and eight men; ditto, of one gun, and four men; ditto, of thirty-two men (soldiers with muskets); ditto, of one gun, and five men; a brig, of four six-inch swivels and sixty men; ditto, of four guns, and thirty-eight men; a sloop, of four guns, and thirty men; ditto, of six guns, and forty men; a tunk, of eight guns, and sixty men.

I am, Sir, &c.

EDWARD TUCKER.

*To William O'Brien Drury, Esq. Rear-admiral  
of the Red, &c.*

*His Majesty's Ship Dover, off Amboyna,  
3th February, 1810.*

SIR,

On the 5th instant, having reached the island Amblanco, I despatched Captain Spencer, in the Samarang, during the night, to reconnoitre the harbour and defences of Amboyna, and at daylight on the 6th, I discovered two sail off that island, which, after a chase of five hours, and a defence honourable to them, struck to his Majesty's ship under my command; they proved to be the Dutch national brigs of war Rembang and Hope, the former of eighteen long six-pounders, and one hundred men, commanded by Captain O. H. Delt Vertiss; and the latter of ten guns and sixty-eight men, commanded by Captain J. Lu Cardic. The Rembang had one man killed, and three wounded.

I have the honour to be, &c.

EDWARD TUCKER.

*Rear-admiral Drury, Commander-in-chief.*

*His Majesty's Ship Dover, off the Island of Amboyna,  
10th February, 1810.*

SIR,

I enclose a letter from Captain Montagu, of the Caroline, giving an account of his having captured, on the 3d instant, the Dutch national corvette Mandarine, of 16 guns, and 66 men, which ship also joined with the Cornwallis.

I have the honour to be, &c.

EDWARD TUCKER.

*W. O'Brien Drury, Rear-admiral of the Red, &c.*

SIR,

*His Majesty's Ship Cornwallis, at Sea, Feb. 3, 1810.*

I have the honour to inform you, that after a chase of four hours, and the exchanging a few guns, the Dutch national corvette Mandarine, mounting

16 guns, and manned with 66 men, surrendered to the Cornwallis. She was victualled and stored for four months, had been out three weeks, and had taken nothing.

I am happy to add we had only one man slightly wounded.

I have the honour to be, &c.

Edward Tucker, Esq. Captain of his  
Majesty's Ship *Dover*.

W. A. MONTAGU.

SIR, *His Majesty's Ship Dover, off Amboyna, Feb. 10, 1810.*

I have the honour to enclose two letters from Captain Montagu, of his Majesty's ship Cornwallis, one giving an account of the destruction of the Dutch fort at Boolo Combo, on the Celebes, by a detachment of troops, seamen, and marines, landed from that ship, under the command of Captain Forbes, of the Madras European regiment. And the other an account of a very spirited and successful attack upon a Dutch brig lying under the Dutch fort at Manippa, by three boats belonging to the Cornwallis, commanded by Lieutenant Vidal. On both occasions your Excellency will perceive that the greatest judgment and gallantry were displayed by the officers and men employed.

I have the honour to be, &c.

Rear-admiral O'Brien Drury, &c.

EDWARD TUCKER.

SIR, *His Majesty's Ship Cornwallis, Bouthian Bay,  
January 17, 1810.*

I beg leave to inform you, that on my arrival in the Bay of Bouthian, I sent a flag of truce to the officer commanding the fort of Boolo-Combo, requesting permission to water the ship; this he positively refused; in consequence of which I landed a detachment of one hundred men, under Captain Forbes, of the Madras European regiment, with a field piece, to take the fort, which they continued to defend until the troops were within two hundred yards of the breach; the Europeans, having horses ready, fled to a small fort at Bouthian, and the native soldiers, amounting to two hundred, took refuge in the woods, and continued to annoy us during our stay, so that I am sorry to say we had one man killed and nine wounded, among the latter, Captain Forbes, slightly.

The fort contained eight nine-pounders, and two brass field pieces, defended by thirty Dutch soldiers, and the two hundred natives already mentioned.

Eleven small vessels, from twenty to fifty tons, (hauled up under its protection) we burnt, and previous to abandoning the fort, we spiked the guns, brought off the ammunition, and burnt the public buildings.

I annex a list of the killed and wounded.

I have the honour to be, &c.

W. A. MONTAGU.

Edward Tucker, Esq. Captain of his Majesty's  
Ship *Dover*.

#### *A List of Killed and Wounded.*

John Smith, private in the Honourable Company's Coast artillery, killed; Captain Forbes, of the Madras European regiment, and commander of the detachment, slightly wounded; J. B. Butter, private in the royal marines, wounded; Thomas Manatta, private in the Madras European regiment, wounded; Thomas Metcalf, ditto, wounded; James Brannan, ditto, wounded; Timothy Foy, ditto, wounded; Thomas Foot, ditto, wounded; Samuel Armstrong, ditto, slightly wounded; William Hickie, private in the Honourable Company's Coast artillery, wounded.

*His Majesty's Ship Cornwallis, Manippa,  
February 1, 1810.*

SIR,

Perceiving a brig lying under the fort at Manippa, with Dutch colours flying, I sent a cutter, yawl, and jolly-boat, to bring her out: this service was performed with great judgment by Lieutenant Vidal, under a heavy fire of musketry and grape, the vessel not lying above half pistol shot from the shore. She had a cargo of turtle, fowls, fruit, and sago on board, bound to Amboyna; and as this afforded a seasonable supply to the ship's company, I destroyed the vessel, and appropriated the cargo for their use.

I have the honour to be, &c.

*Edward Tucker, Esq. Captain of  
His Majesty's Ship Dover.*

W. A. MONTAGUE.

*His Majesty's Ship Dover, Amboyna  
Roads, Feb. 23th, 1810.*

SIR,

I have the pleasure to acquaint you, that the enemy's ships and vessels as under-mentioned, have fallen into our hands, since the surrender of this island, richly laden from Souroubaya, with supplies of every kind, for the government of Amboyna, Banda, and Ternatte.

Ship, Patman Damvers, of 360 tons; ship, Patholgair, of 450 tons; brig Charlotte, of 50 tons; ketch, Salo Sala, of 80 tons.

I have, &c. EDWARD TUCKER, Captain.

*Rear-admiral Drury, Commander-in-  
chief, &c.*

*His Majesty's Ship Dover, Amboyna  
Roads, March 5th, 1810.*

SIR,

I have the honour to transmit herewith a letter received from Captain Montagu, of his Majesty's ship Cornwallis, giving me an account of a brilliant exploit performed by the boats of that ship, on the 2d instant, under the direction of Lieutenant Peachy.

I remain, &c.

*To William O'Brien Drury, Esq. Rear-  
Admiral of the Red, Commander-in-  
chief, &c. &c.*

EDWARD TUCKER.

*His Majesty's Ship Cornwallis, at  
Sea, 2d March, 1810.*

SIR,

Having chased a Dutch man of war brig, during the whole of the 1st day of March, we observed her take refuge in a small bay on the north side of the island of Amblaw, and as the wind was light and variable, and night approaching, I sent the yawl, cutter, and jolly boat, under the command of Lieutenant Peachy, assisted by Mr. Garland, master, and Mr. Sanderson, master's-mate, to bring her off. After a fatiguing pull the whole night, they found themselves at day-light close to her, when she was boarded in a most gallant manner, in the face of a heavy fire of grape and musketry, and defended bravely by pikes and swords; in a few moments she was carried, and proved to be the Dutch national corvette Margaretta, mounting eight guns, but pierced for fourteen, and having on board forty men.

Lieutenant Peachy speaks highly of the able support he received from the officers and men under his orders.

She had left Souroubaya nine days, having between twenty and thirty thousand dollars on board, for Amboyna, and supplies of all kinds for Ternatte.

I am sorry to say, that we had one man dangerously wounded, and four slightly; the enemy, one officer killed and twenty seamen wounded.

I have the honour to be, &c.

*Captain Edward Tucker, His Majesty's  
Ship Dover, Senior Officer,*

W. A. MONTAGUE.



## Promotions and Appointments.

WHITEHALL, OCT. 6.

The King has been graciously pleased to give and grant unto Thomas Sevesire,\* Esq. late surgeon of his Majesty's ship the *Confiance*, his royal license and permission that he may, in compliance with the desire of his Royal Highness the Prince Regent of Portugal, accept the rank and wear the insignia of a Knight of the Royal Portuguese Order of the Tower and Sword, conferred upon him by that Prince as a distinguished testimony of the sense his Royal Highness entertained of the unremitting attention paid by him to the sick and wounded of the Portuguese forces employed in the reduction of the colony of Cayenne, in the months of December 1808, and January 1809.

## Admirals and Captains appointed.

Rear-admiral the Earl of Galloway is to succeed to Sir Samuel Hood's command in the Mediterranean Fleet.

Rear-admiral Hargood (one of the Trafalgar heroes) has hoisted his flag, as second in command at Portsmouth, in the room of Admiral Sawyer, who is going to Halifax.

Rear-admiral Sir S. Hood is to succeed Vice-admiral Rowley as commander-in-chief at Jamaica.

John Brenton, Esq. brother to the captain of that name, is appointed Secretary to Admiral Stopford, commander-in-chief at the Cape of Good Hope.

— Amyett, Esq. is appointed Secretary to Admiral Hargood.

In commemoration of the glorious battle of Trafalgar, the Lords of the Admiralty have thought proper to promote the following commanders, employed in actual service afloat, to the rank of Post Captains; their commissions bearing date October 21, 1810:—James Collins, *Columbine*; John Crispo, *Little Belt*; Robert Keen, *Echo*; John Lawson, *Thracian*; Geo. Davies, *Sapphire*; Thomas White, *Avenger*; George Sayer, *Raleigh*; James A. Worth, *Helena*; James Slade, *Experiment*; William Foote, *Partridge*; Thomas Innes, *Myrtle*; Richard L. O'Connor, *Bonne Citoyenne*; Francis Douglas, *Peruvian*; John Hudson, *Regulus*; Robert B. Trem, *Castilian*; William Wilkinson, *Nightingale*; James Lillcrap, *Despatch*; Walter Gresset, *Trent*; Francis J. Nott, *Rover*; Lewis Shepherd, *Brazen*; John Thompson (1), *Fly*; Robert Evans, *Satellite*; Michael Dodd, *Raisnable*; Thomas F. Baugh, *Cho*; Isaac Ferriers, *Thais*; John Lamborn, *Trincalo*; John Baker, *Kangaroo*; Alexander Innes, *Rifleman*; Charles M. Fabian, *Mutine*; Samuel Colquitt, *Persian*; Just. Stupart, *Emulous*; John W. Marshall, *Lynx*; Robert Forbes, *Coquette*; Anthony Abdy, *Dotterel*; Henry E. P. Sturt, *Termagant*; Richard Janverin, *Pandora*; George W. Blamey, *Harpy*; John Coode, *Brisk*; and Thomas Burton, *Primrose*.

Captain James Johnstone is appointed to the *Scipion*, the flag-ship of Admiral Stopford; Lord Geo. Stuart, to the *Horatio*; Captain Woolcombe, to the *Aimable* (for the Cape); Captain James Nash, to the *Revenge*; Captain Lord William Stuart (from the *Lavinia*), to the *Vengeur*; Captain L. Lloyd, to the *Swiftsure*; Captain Pechell, to the *Guerriere*; Captain C. I. Austen, to the *Cleopatra*; Captain Sir J. A.

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\* See page 282.

Wood, to the *Pompée*; Captain Paul Lawless, to the *Vantour*; Captain Thomas Baker, to the *Africa*; Francis Dickinson, to the *Raisable*; Peter Fisher, to the *Prince Frederick*; Captain J. C. White, to the *Hibernia*; Captain Cardew, to the *Africa*; Captain Ryves, to the *Mars*; Captain Brooker, to the *Wizard*.

Captain William Butterfield, who so gallantly fought the *Mars*, when engaged in Brest Water with the *Hercule*, after Captain Alexander Hood was killed, is appointed to command the *Malacca*, a new frigate, now fitting out at Woolwich.

Captain John Mason Lewis is appointed to be Commissioner of the Navy at Antigua, Barbadoes.

Majors Williams and Abernethie, of the royal marine artillery, are appointed to command the division of marines embarked on board the *Latone* and *Romulus*, for a secret service.

Mr. Nairne, Purser of the *Black Prince*, to the *Bedford*; Mr. Crocker, to the *Black Prince*; Mr. Tuckfield, Purser of the *Semiramis*, to the *San Antonio*; E. I. Collis, Esq. to be Agent for Transports in the East Indies; Mr. D. Bruce, Purser, to the *Musette*; Mr. J. W. Smith, Purser, to the *Sapphire*; Mr. A. Curry, Purser, to the *Martin*.

W. Dalrymple, Esq. late Private Secretary to Sir R. J. Strachan, is appointed Purser of the *Malacca* frigate, at Woolwich.

Mr. Shipman, Clerk of the Checque of the Victualling Department at Deptford, is superannuated; Mr. Jessep, Storekeeper, is appointed to succeed him; Mr. Manley (late Purser of the *Christian VII*) to be Storekeeper; Mr. James, to be Assistant Storekeeper; Mr. Thomas Binstead, to be first Clerk to Captain Garrett (the Agent Victualler), *vice* James.

#### Lieutenants, &c. appointed.

In commemoration of the victory of Trafalgar, the Lords of the Admiralty have promoted the following twenty of the senior lieutenants of the fleet, who were actually first lieutenants of effective ships of the line, or had particularly distinguished themselves in the command of small vessels, to be commanders; the commissions to have date the 21st of October:—Nathaniel Belequer, *Neptune*; John F. Maples, *Affas*; John H. Marshall, *Africa*; James Dickson (1), *Nonpareil* schooner; Charles Clyde, *York*; Thomas Vivion, *Royal Sovereign*; William M. Courtenay, *Orion*; Gregory Grant, *Royal Oak*; Robert B. Young, *Princess Carolina*; William R. Bamber, *Havock* gun-vessel; Ferd. M. Maurice, *Defiance*; Henry Davies (1), *Venerable*; Thomas P. Perkins, *Bombay*; James Mould, *Hannibal*; Alexander Rose, *San Josef*; James Leach, *Arrow* schooner; John Norton (1), *Fame*; Geo. W. H. Knight, *Dragoon*; William Kelly (2), *Illustrious*; and William Scott, *Hibernia*.

The Lords of the Admiralty have also promoted Lieutenants George Bentham and Arthur Philip Hamilton, to the rank of commanders: the former by commission, dated the 14th instant, for his gallant behaviour in the *Briseis* sloop; and the latter, who was first of the *Caledonia*, by commission, dated the 21st of October, for the judgment and ability manifested by him in the late attack on the enemy's battery in Basque Roads, with the boats of the squadron under the command of Rear-admiral Sir Harry Neale.

Lieutenant Mends, and Lieutenant R. Coote, are also promoted to the rank of commanders.

Lieutenant George Sayer, to the Bedford; Adam Grieve, to the Abercrombie; George Bentham, to the Roebuck; John Green, to the Temeraire; George Ellerby, to the Romulus; George H. Rye, to ditto; William Sandom, to the Pawn; Michael Quarry, to the Kite; George Augustus Hire, to the Brave; Robert Wood, to the Melpomene; Edward Cole, to the Vengeur; William Dusty, to ditto; Thomas Bouchier, to ditto; Richard Fegen, to the Gannet; Elwes Steele, to the Horatio; Thomas Gedney, to the Erebus; Herbert B. Powell, to the St. Alban's; John B. Umfreville, to the Horatio; Isaac Harris, to the Helena; George Ricketts, to the Badger; William J. Scott, to the Hibernia; B. Bonifant, to ditto; Charles Hill, to the Portia; Richard Pittman, to ditto; William Kiteken, to the Beagle; Robert Forster, to the Mercurius; Charles Cumby, to the Dreadnought; Samuel Rideout, to the Bedford; Charles Bowen (2), to the Pompée; Thomas Clark, to the Espiegle; George Le Blanc, to the Fearless gun-brig; Robert Trist, to the Vantour; William Rivers, to the Reasonable; P. H. Trant, to the Rinaldo; Robert Boyle, to the Bedford; Thomas S. Griffinhoof, to the St. Alban's; James Setford, to the Martin; Richard Soper, to the Vantour; Henry Serrell, to the Hibernia; James Waring, to the Dreadnought; Archibald Fedall, to the Courageux; Michael M. Wrott, to the Zephyr; Samuel Thomas Carter, to the Donegal; Edward Ross, to the Shannon; Daniel Gueron, to the Hero; William Henry Smith, to the Dreadnought; Silas H. Paddon, to the Tisiphone; James Chambers, to the Reasonable; George Fox, to the Watchful tender; Thomas Dick, to the Thisbe; Alexander Sandilands, to the Hibernia; Thomas Bramwell, to the Pompée; Joseph Marrett, to the Ulysses; Charles Ragley, to the Malacca; George Seward, to the Martin; T. C. Lewis, to the Castilian; Henry Hoskin, to the Hawke; Francis Jefferson, to the Rover; Stephen Pain, to the Prospero; John Fisher, to the Dragon; James William Baker, to the Mercurius; Edward Paul, to the Wolyerene; Thomas Moekler, to the Spitfire; James G. Gordon, to the Tonnant; John Medlicot, to the Gladiator; Charles Hawkey, to the Pompée; Lewis Davis, to the Spartan; Francis James Lewis, to the Malacca; Richard T. Peavor, to the Defence; J. Donaldson, to the Alfred; James Moriarty, to the Royal Oak; J. Moore, to the Ulysses; Lieutenant Lutman, to the Mars; Lieutenant Drummond, to the Bedford; Lieutenant I. Gordon, to the Tonnant; and Lieutenant Maples, of the Atlas, acting, to the Etna.

Lieutenant Carroll, of the Achille, to the gun boats at Gibraltar.

Mr. Lindsey, of the San Josef, to be Lieutenant of the Achille.

Mr. Charles Hall is appointed a Lieutenant to the Chatham division of Royal Marines.

A list of Midshipmen who have passed for lieutenants on the first Wednesday in the present month.

*Plymouth.*—James Largue, James Elvin, J. T. Utlay, M. Worsley, G. F. Ryves.

*Portsmouth.*—John Spurway, James Clitherow, William Hicks, James Rigmaiden.

*Sheerness.*—George Syme.



## Surgeons, &amp;c. appointed.

Robert Abbott, to the *Racer* cutter; John Duncan, to the *Agincourt*; William Hillman, to the *Kangaroo*; John Stokoe, to the *Canada* prison-ship; John Brewerton, to the *Magnet*; Stephen Langan, to the *Observateur*; George Towns, to the *Revenge*; W. H. Banks, to the *Malacca*; John May, to the *Zenobia*; James Rutherford, to the *Pompée*; Robert Purdie, to the *Abercrombie*; W. F. Carter, to the *Royalist*; Charles Leslie, to the *L'Aigle*; David Small, to the *Port*; Robert Muir, to the *Caroline*; William Carey, to the *St. Damaso*; John Macansh, to the *Crown* prison-ship; Stephen Fowell, to the *Neptune*; Charles Thomas, to the *Prince Frederick* hospital-ship; J. M'Carthy, to the *Northumberland*.

## Assistant-surgeons, &amp;c. appointed.

I. P. Duins, a supernumerary, to proceed to the Leeward islands, in the *Dragon*; Thomas Moylan, to ditto; Mark Dill, to the *Sussex* hospital-ship; James Bonner, to the *Hibernia*; Joseph Bassan, to the *Raisonné*; Charles Teaze, a supernumerary on board the *Scipion*, for the Cape station; William Hiley, ditto on board the *Dragon*, for the West Indies; Joseph Farden, to the *Romulus*; Alexander Osborne, to the *Danemark*; Thomas Smyley, to the *Hibernia*; Alexander Heastie, to the *Vengeur*; James Landles, to be an hospital mate at Yarmouth hospital; Thomas Richards, to the *Batavier*; George Hogan, to the *Neptune*; Peter Wilson, to the *Nalad*; Robert Maclean, to the *Sceptre*; Charles Skeoch, to the *Malacca*.

## BIRTHS.

At Woolwich, on Tuesday last, the Lady of Major Gold, royal artillery, of a daughter.

On the 30th of Sept. the Lady of Admiral Sir Charles Henry Knowles, of a daughter.

At Grove Cottage, Saling, Essex, the Lady of Captain Dobbie, R. N. of a daughter.

## MARRIAGES.

Lately, Captain Ayde, of his Majesty's ship *Briseis*, to Miss A. L. Douglas, eldest daughter of Vice-admiral B. Douglas.

At Fowey, Mr. J. Williams, of Gribber signal station, to Miss Mary Crouch.

At Bridport, Dorset, by the Rev. D. Williams, Mr. T. Stewart, R. N. to Miss A. Ayres, daughter of Mr. A. of Abbey Sherborne.

At Chatham, James West, Esq. of his Majesty's ship *Crown Prince*, to Eleanora Leonora Maxwell, of Lymington, Southampton.

At Penryn, Cornwall, Lieutenant Wilson, R. N. to Miss Trenerry, daughter of Captain T.

At Paul Church, near Penzance, Cornwall, Captain Richard Gill, of the *Pitt*, of Southampton, to Miss Kelynash, of Newlyn.

At Falmouth, Captain Gilbert, of the Transport Service, to Miss Mary Husband.

October 1, Lieutenant Jeans, R. N. to Miss Eleanor Maddock, daughter of Mr. W. Maddock, Sheerness, Kent.

October 11, at Fareham, by the Rev. John Woolls, Captain John Nash, R. N. to Mary, widow of Captain John Loring, R. N.

October 13, at Stonehouse, Captain S. M. Sandys, of the royal marines, to Miss Dorinda Lloyd, daughter of Christopher Lloyd, Esq. of Fort Richard, Cork, Ireland.

At Mary-le-bone Church, Captain Sir Thomas Troubridge, Bart. R. N. to Miss Cochrane, daughter of the Hon. Vice-admiral Sir A. F. Cochrane, K. B.

At Cambridge, Lieutenant Walker, R. M. to Miss Jane Wiles, daughter of the late Mr. W.

At Devizes, Wilts, Captain William Thomas Jolliffe Mathews, R.M. to Fanny, second daughter of James Bristow, Esq. Poole.

### OBITUARY.

Died on his passage from India, on board the William Pitt Indiaman, on the 18th September, Lieutenant Davis, of the royal navy.

On the 13th August, fell overboard and was drowned, from the Magnet sloop, at Heligoland, Mr. Brown, surgeon of that sloop.

On his return to Ceylon in May last, on board the Illustrious, in the 24th year of his age, John Bever Nares, Esq. eldest son of John Nares, Esq. one of the Magistrates at Bow-street.

At Mr. Park's house, Dock-yard, Portsmouth, on his way to Madeira for the recovery of his health, Captain Thomas Smyth, of the royal navy, son of the Hon. John Smyth, of Heath, near Wakefield, Yorkshire, and grand-son of the Duke of Grafton.

At his seat, at Maidenhead-bridge, Berks, on Monday, the 8th of Oct. Sir Isaac Pocock, Knight, of a diseased action of the heart.

Lately, on his passage to the East Indies, Mr. Thompson, Master of his Majesty's ship Bucephalus. He suddenly dropped down dead on the deck. He has left a wife and two children to lament his loss.

At Croxton Town, Mrs. Bruff, wife of P. S. Bruff, Esq. master of the Royal William.

Of an apoplectic fit, and the breaking of a blood vessel, aged 57, Mr. James Wright, of Hull, ship-broker, and owner of several vessels in the London trade.

Lieutenant Richard Bowen, of the Sappho.

At Exmouth, Devon, Captain Henry Passmore, of the West India service.

Lieutenant Clarke, of his Majesty's ship Crane, killed by falling over a precipice near Cork.

October 11. At Llanvaughan, Cardiganshire, John Thomas, Esq. Admiral of the White.

At his father's house, George-street, Edinburgh, Mr. John Urquhart, surgeon, royal navy, in the 25th year of his age.

On the 10th August, on the passage from Jamaica to the Clyde, Captain A. Ritchie, of the ship Ardent, of Glasgow.

Oct. 3. At his brother's house, Scotland-yard, Whitehall, of the Walcheren fever, Lieutenant John Skene, of the 42d Highland regiment, aged 28. He was the brother of Captain Skene, of the royal navy, and cousin-german to George Skene, of Skene, Esq.

MEMOIR OF THE PUBLIC SERVICES  
OF THE LATE  
SIR RICHARD PEARSON, KNT.

CAPTAIN IN THE ROYAL NAVY, AND LIEUTENANT-  
GOVERNOR OF GREENWICH HOSPITAL.

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" Though dead, thou liv'st in every valiant breast,  
Imparting still some portion of thy fire."———DAVIES.

FROM his eminent professional character, the name of Pearson ought, long since, to have been inscribed upon our naval column. According to the proverb, however, it is " better late than never ;" and we shall now endeavour to atone for our seeming neglect.

Sir Richard Pearson was born at Lanton Hall, near Appleby, in Westmoreland, in the month of March, 1731. He first went to sea, from Dover, in the year 1744; and, in the spring of 1745, he embarked in the royal navy, on board his Majesty's ship *Dover*, in the Downs, and went in her to the Mediterranean, to join his relation, Captain Wilson,\* who then commanded the *Seaford*, a sixth rate, of 20, or 24 guns. He joined the *Seaford*, at Corsica, †

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\* CHARNOCK, in his *Biographia Navalis*, Vol. V. page 360, presents the following brief notice of this officer;—" Wilson, John, was, on the 13th of August, 1744, promoted from the *Firedrake* bomb-ketch, to be captain of the *Seaford*; and in the month of March, 1746, was removed into a ship of twenty guns, called the *Hare*. He died in England on the 3d of September, 1749, but we have not been able to collect any other information concerning him."

† It is presumed, that the *Seaford* was, at this time, attached to Commodore Cooper's squadron, which, in consequence of the republic of Genoa having threatened to send a large body of troops to assist the French and Spaniards, against our ally the Queen of Hungary, had been employed by Admiral Rowley, to seize the ships, and to bombard the sea-port towns, of that state. This service was effectually performed. (*Vide Memoir of the Public Services of the late Sir William Rowley, K.B.* NAVAL CHRONICLE, Vol. XXII. page 451.) Commodore Cooper was one of those officers who were dismissed the service, by the sentence of a court martial, for miscon-



and continued to serve in that ship till the peace of Aix la Chapelle; in 1748. In consequence of that event, promotions but rarely took place; and it was not until the year 1755, that Mr. Pearson was made a lieutenant. He was then appointed to the Elizabeth, of 64 guns, by Lord Anson.\* In April, 1757, he proceeded in her to the East Indies, as third lieutenant, with Commodore (afterwards admiral) Stevens, who took out a small squadron, as a reinforcement to Admiral Pocock.† Remaining in the Elizabeth, he served in the three general actions with the French fleet, off Pondicherry; ‡ in one of which, he received a dangerous wound,

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duct in the memorable action off Toulon, in 1744 (*vide* NAVAL CHRONICLE, Vol. XXII. page 442); but, from the particularly favourable circumstances of his case, he was immediately reinstated, and afterwards distinguished himself on various occasions. He died in the year 1770.

\* A portrait and memoir of this nobleman will be found in our VIIIth Volume, page 265.

† Commodore Stevens went to Bombay, whence, after waiting for the change of the monsoon, and having refitted his ships, he sailed for Madras, but did not arrive there till the 22d of March, 1758, having been much retarded by contrary winds off Ceylon.

‡ April 29, 1758; August 4, in the same year; and September 10, 1759.—The particulars of these engagements are given in our memoir of the late Sir George Pocock, NAVAL CHRONICLE, Vol. VIII. page 444, *et seq.* Shortly after the second action, Commodore Stevens removed into the Grafton, of 64 guns, on being promoted to the rank of rear-admiral of the blue; early in 1759, he was made rear-admiral of the red; and, in 1760, when Admiral Pocock returned to Europe, he succeeded that officer as commander-in-chief, in the Norfolk, of 74 guns. Mr. Pearson, we believe, accompanied him in his respective removals. As “soon as the season would permit after the departure of Mr. Pocock, the preparations which had for some time been making for the siege of Pondicherry being sufficiently advanced, Mr. Stevens undertook the blockade by sea with the squadron, while Colonel Coote undertook a similar operation on the land side with the army. Thus matters proceeded till the 23d of October, (1760) when the admiral sailed from Trincomalé to refit, leaving Captain Haldane with a detachment of five ships of the line, that were in the best condition for service, to continue the blockade.—Mr. Stevens resumed his station off Pondicherry on the 25th of December. On the 1st of January, 1761, one of those tremendous hurricanes, not uncommon in that part of the world, arose and drove the admiral, together with the whole of his squadron, to sea: all the ships separated from each other, and some of them were lost. Mr. Stevens, who had his flag on board the Norfolk, was fortunate enough to weather the gale without experiencing any disastrous occurrence. Some other ships of the squadron being equally fortunate, the

-by part of a cannon shot, which struck the muzzle of the gun that he was pointing, broke in three pieces, and killed and wounded five men. One piece of this shot grazed Lieutenant Pearson's side, broke two of his ribs, and bruised him so much inwardly, that he was not able to stand, or walk alone, for three months after the accident; yet he did not leave his quarters till the close of the action, an hour after he had been wounded!

At the reduction of Pondicherry, and, previously, on the night of the first of January, 1761, when the monsoon so unexpectedly broke upon our fleet, while it was blockading that town, Lieutenant Pearson served as the commander-in-chief's first lieutenant. In that violent gale, which lasted from nine at night till near three in the morning, Admiral Stevens, who, from his unwieldiness, was incapable of much exertion, was obliged to be lashed in his chair, in his cabin, and the chair lashed to the deck; and Captain Kempenfelt,\* at the first coming on of the gale, received an unfortunate fall, by which he was rendered speechless the whole of the night; consequently, the whole charge and management of the ship devolved upon Lieutenant Pearson, to whose steady and exemplary conduct, as a seaman and as an officer, it was attributed, that the admiral's ship (the Norfolk) was prevented from sharing the fate which befel several others of the fleet.

By the sudden death of Admiral Stevens, which occurred at Bombay, on the 21st of May, † 1761, Lieutenant Pearson lost his promotion. His commission, which had been made out for the 'Tyger, a 60-gun ship, was left unsigned; from which unfortunate circumstance, he lost twelve years' rank as post captain; upwards of a hundred officers getting on the post list before him, who must otherwise have been his juniors.

At the reduction of Manilla, ‡ in 1762, he served as first lieutenant. The blockade was resumed on the 4th, when Mr. Stevens returned into Pondicherry road, and pressing the siege with reiterated vigour, the place surrendered on the 15th."—*Vide* CHARNOCK'S *Biographia Navalis*, Vol. V. page 232.

\* A portrait and memoir of Admiral Kempenfelt will be found in our VIIth Volume, page 365.

† Charnock says, on the 17th of May; Schomberg, in the month of April; we follow a manuscript record.

‡ The details of this service will be seen in our memoir of Admiral Cornish, NAVAL CHRONICLE, Vol. XI. page 243.

nant in the *Lenox*, of 74 guns, Captain Jocelyn; after which, he returned to England, with Sir William Draper and Captain Kempenfelt, in the *Seahorse*.

During the succeeding four, or five years of peace, Lieutenant Pearson, we believe, obtained no employment; but, in 1769, he went out, as first lieutenant, with Commodore Forrest, on the Jamaica station, to succeed to the first vacancy. At Jamaica, however, by the death of Commodore Forrest,\* he nearly experienced a disappointment similar to that which he had encountered at Bombay, in 1761. In the month of August, 1770 (subsequently to Commodore Forrest's decease) on the death of Captain Tonym, he was made commander in the *Phoenix*, by Captain Stirling, then senior officer on the Jamaica station; but was afterwards superseded, by order of Captain Carket. On due representation of his case, however, the Lords Commissioners of the Admiralty, conceiving it to be particularly hard, thought proper to appoint him to the *Druid* sloop.

In the month of June, 1773, when the King reviewed the fleet,† at Spithead, his Majesty was pleased to promote Captain Pearson to post rank.—In 1776, being appointed to the *Garland*, a 20-gun ship, he proceeded, with a large convoy, to Quebec; where, at the requisition of Sir Guy Carleton, he remained two years and a half, as commanding officer, in the river St. Lawrence.

From the nature of his situation and employment on this station, he incurred a very heavy expense, without possessing the slightest chance of emolument. His services, however, were rewarded by the thanks of the Lords Commissioners of the Admiralty; and, on his return to England, by an appointment to the *Serapis*, of 40 guns.

In the *Serapis* (September, 1779) with the Countess of Scarborough, hired-armed ship, Captain Pearson was ordered to convoy the Baltic trade; a service in which he had the good fortune to save a convoy, estimated at upwards of 600,000*l.* from falling into the hands of the enemy. Great, however, as

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\* May 26, 1770.

† The particulars of this review will be found in a note, attached to our memoir of the late Earl of Mount Edgumbe, Vol. XXII. page 186.



was the intrinsic value of the convoy, to France it would, at that time, have been immense; as she was then transporting hemp, masts, &c. from Amsterdam to Brest, by land carriage, at an incredible expense; a striking proof, of her being in the utmost want of naval stores. The glory of the action, from which the advantage accrued, was also great; as, with two ships, carrying only 64 guns, and 380 men, Captain Pearson protected the fleet of merchantmen entrusted to his care, against the vastly superior force of four ships of the enemy, carrying 126 guns and 1,100 men, and commanded by that notorious freebooter, John Paul Jones.\* The particulars of the engagement, however, may be best related in Captain Pearson's own words, as they appeared in the London Gazette:—

ADMIRALTY-OFFICE, OCTOBER 12, 1779.

*A Letter from Captain Pearson, of his Majesty's Ship Serapis, to Mr. Stevens, of which the following is a Copy, was yesterday received at this Office.*

*Pallas, French frigate, in Congress service,  
Texel, October 6th, 1779.*

SIR,

You will be pleased to inform the Lords Commissioners of the Admiralty, that on the 23d ult. being close in with Scarborough, about eleven o'clock, a boat came on board with a letter from the bailiffs of that corporation, giving information of a flying squadron of the enemy's ships being on the coast, and of a part of the said squadron having been seen from thence the day before, standing to the southward.

As soon as I received this intelligence, I made the signal for the convoy

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\* From a manuscript journal in our possession, we take the following notice of this once distinguished character:—"The last week in April, 1790, the noted Paul Jones, lately an admiral in the Russian service, landed from a packet-boat at Harwich. Being dressed in the Russian uniform, his person was not recognised till after his baggage was sent to the Custom-House for examination, when the outside direction of one or two parcels caused the discovery. Several gentlemen who saw him, perfectly remembered him, but did not seem inclined to shew him the smallest civility. One, in particular, accosted him by name, which he readily acknowledged, but, afterwards, thought proper to retreat to the inn, with the utmost precipitation. The populace, however, having, by this time, gained information of his arrival, surrounded the inn, and were not sparing in denouncing their intention of exercising vengeance upon him if they laid hold of him; in consequence of which he privately escaped out of town the same day."

to bear down under my lee, and repeated it with two guns, notwithstanding which the van of the convoy kept their wind, with all sail stretching out to the southward from under Flamborough Head, till between twelve and one, when the headmost of them got sight of the enemy's ships, which were then in chase of them; they then tacked, and made the best of their way under the shore for Scarborough, &c. letting fly their top-gallant-sheets, and firing guns; upon which I made all the sail I could to windward, to get between the enemy's ships and the convoy, which I soon effected. At one o'clock we got sight of the enemy's ships from the mast head, and about four we made them plain from the deck to be three large ships and a brig; upon which I made the Countess of Scarborough's signal to join me, she being in shore with the convoy; at the same time I made the signal for the convoy to make the best of their way, and repeated the signal with two guns; I then brought to, to let the Countess of Scarborough come up, and cleared ship for action; at half-past five the Countess of Scarborough joined me; the enemy's ships then bearing down upon us, with a light breeze at S.S.W. at six tacked, and laid our head in shore, in order to keep our ground the better between the enemy's ships and the convoy; soon after which we perceived the ships bearing down upon us to be a two-decked ship and two frigates, but from their keeping end on upon us, in bearing down, we could not discern what colours they were under; at about twenty minutes past seven the largest ship of the three brought to on our larboard bow, within musket shot; I hailed him, and asked what ship it was; they answered in English, the Princess Royal; I then asked where they belonged to, they answered evasively; on which I told them, if they did not answer directly, I would fire into them; they then answered with a shot, which was instantly returned with a broadside; and after exchanging two or three broadsides, he backed his topsails, and dropped upon our quarter, within pistol shot, then filled again, put his helm a-weather, and run us aboard upon our weather quarter, and attempted to board us; but being repulsed, he sheered off; upon which I backed our topsails in order to get square with him again, which, as soon as he observed, he then filled, put his helm a-weather, and laid us athwart hawse; his mizen shrouds took our jib-boom, which hung him for some time; till it at last gave way, and we dropt alongside of each other, head and stern, when the fluke of our spare anchor hooking his quarter, we became so close fore and aft, that the muzzles of our guns touched each other's sides. In this position we engaged from half-past eight till half-past ten, during which time, from the great quantity and variety of combustible matter which they threw in upon our decks, our chains, and in short into every part of the ship, we were on fire not less than ten or twelve times, and it was with the greatest difficulty and exertion imaginable, at times, that we were able to get it extinguished, at the same time the largest of the two frigates kept sailing round us the whole action, and raking us fore and aft, by which means she killed or wounded almost every man on the quarter and main decks; about half-past nine, either from a hand grenade being thrown in at one of our lower deck ports, or from some other accident, a cartridge of powder was set on fire, the flames of which running from cartridge to cartridge all the way aft, blew up the whole of

the people and officers that were quartered abaft the main-mast, from which unfortunate circumstance all those guns were rendered useless for the remainder of the action, and I fear the greatest part of the people will lose their lives; at ten o'clock they called for quarter from the ship alongside, and said they had struck. Hearing this, I called upon the captain to know if he had struck, or if he asked for quarter; but no answer being made, after repeating my words two or three times, I called for the boarders, and ordered them to board, which they did, but the moment they were on board, they discovered a superior number lying under cover, with pikes in their hands, ready to receive them; upon which our people instantly retreated into our own ship, and returned to their guns again, till half-past ten, when the frigate coming across our stern, and pouring her broadside into us again, without our being able to bring a gun to bear on her; I found it in vain, and in short, impracticable, from the situation we were in, to stand out any longer, with the least prospect of success; I therefore struck (our mainmast at the same time went by the board). The first lieutenant and myself were immediately escorted into the ship alongside, when we found her to be an American ship of war called the *Bon Homme Richard*, of 40 guns, and 375 men, commanded by Paul Jones; the other frigate which engaged us, to be the *Alliance*, of 40 guns, and 300 men; and the third frigate which engaged and took the *Countess of Scarborough*, after two hours action, to be the *Pallas*, a French frigate, of 32 guns, and 275 men, and the *Vengeance*, an armed brig, of 14 guns, and 75 men, all in Congress service, and under the command of Paul Jones; they fitted out and sailed from Port L'Orient the latter end of July, and came north about; they have on board 300 English prisoners, which they have taken in different vessels, in their way round since they left France, and have ransomed some others. On my going on board the *Bon Homme Richard*, I found her in the greatest distress, her quarters and counter on the lower deck entirely drove in, and the whole of her lower deck guns dismounted; she was also on fire in two places, and six or seven feet water in her hold, which kept increasing upon them all night, and the next day, till they were obliged to quit her, and she sunk with a great number of her wounded people on board her; she had 317 men killed and wounded in the action; our loss in the *Scrapis* was also very great, my officers and people in general behaved well, and I should be very remiss in my attention to their merit, were I to omit recommending the remains of them to their Lordships' favour. I must at the same time beg leave to inform their Lordships, that Captain Piercey, in the *Countess of Scarborough*, was not in the least remiss in his duty, he having given me every assistance in his power, and as much as could be expected from such a ship, in engaging the attention of the *Pallas*, a frigate of 32 guns, during the action; I am extremely sorry for the misfortune that has happened, that of losing his Majesty's ship I had the honour to command; but, at the same time, I flatter myself with the hopes, that their Lordships will be convinced that she has not been given away; but on the contrary, that every exertion has been used to defend her; and that two essential pieces of service to our country have arisen from it, the one in oversetting the cruise and



intentions of this flying squadron, the other in rescuing the whole of a valuable convoy from falling into the hands of the enemy, which must have been the case had I acted otherwise than I did. We have been driving about the North Sea ever since the action, endeavouring to make to any port we possibly could, but have not been able to get into any place till to day, we arrived in the Texel. Herewith I enclose you the most exact list of the killed and wounded I have as yet been able to procure, from my people being dispersed among the different ships, and having been refused permission to muster them; there are, I find, many more both killed and wounded, than appears upon the enclosed list; but their names as yet I find impossible to ascertain; as soon as I possibly can, shall give their Lordships a full account of the whole.

I am, Sir,

Your most obedient and most humble servant,

R. PEARSON.

*Abstract of the List of Killed and Wounded.*

Amongst the killed are the boatswain, pilot, one master's mate, two midshipmen, the coxswain, one quarter-master, 27 seamen, and 15 marines; amongst the wounded are Lieutenant Whiteman, second lieutenant of marines, two surgeon's mates, six petty officers, 46 seamen, and 12 marines.—Total, killed, 54; wounded, 75.—129.

Captain Pearson's personal bravery in this action is almost without example: he defended the *Serapis* for an hour after he had been left alone on the quarter-deck; every man on board, himself excepted, having been either killed or wounded!

The service which he rendered his country, in this remarkable engagement, was universally acknowledged. On his return to England, his Majesty was graciously pleased to confer upon him the honour of knighthood; and the towns of Hull, Scarborough, Lancaster, Appleby, Dover, &c. the Russia Company, and the Royal Exchange Assurance Company, amply testified their gratitude, by presenting the freedoms of their corporations, and donations of plate.

On an elegant large cup, of curious workmanship, presented to him by the Royal Exchange Assurance Company, is the following inscription:—

“ Presented to Sir Richard Pearson, Knt. Commander of his Majesty's ship *Serapis*, by the Royal Exchange Assurance Company, in testimony of their sense of his exemplary conduct on the 23d of September, 1719; on which memorable day, by sustaining a most obstinate engagement against a greatly superior force of the enemy, Sir Richard Pearson, his officers, and men, gained immortal honour.”

On a most elegant box, of heart of oak, presented to Sir Richard Pearson, by the Corporation of Scarborough, who were spectators of the action, is a similar inscription, and the following mottos :—

“ Life is but a span. Glory is immortal.”

“ The property of the citizens, and the coasts, are defended.”

“ Under your auspices, the sea is safe.”

There are also mottos and inscriptions, to the same purport, on two boxes from Hull—one, containing the freedom of the Corporation, the other, from the Trinity House of Hull, inclosing the Brotherhood of that House ; — on an elegant cup, from the merchants and underwriters of hull ; and on three pieces of plate, from the Russia Company.

Subsequently to his gallant defence of the *Serapis*, the incidents of Sir Richard Pearson's professional life were but few.—Soon after his return to England, he was appointed to the *Alarm* ; and, after that, to the *Arethusa* ; but, we believe, he was favoured with no farther opportunity of increasing the fame which he had already acquired.

The last fourteen years of Sir Richard's life were passed in Greenwich hospital, that admirable asylum of veteran worth. In the year 1800, he succeeded the late Captain William Locker, as Lieutenant-governor ; a situation which he enjoyed till his death, which took place in the month of January, 1806.

Sir Richard Pearson, as he had lived universally beloved, died universally regretted ; leaving a wife, four sons, and two daughters. The youngest of his sons, a midshipman in the navy, has since died, a prisoner, at Verdun, in France.

#### HERALDIC PARTICULARS.

Sir Richard Pearson was a descendant from the elder branch of the Pearsons, of Kippencross, in Scotland.—He married Margaret, the third daughter of Francis Harrison, of Appleby, in Westmoreland, Esq. by whom he had issue as above stated.

**ARMS.**—Argent two swords issuing from the dexter and sinister chief points, their points downward, and conjoined in base, piercing a man's heart, proper, and a cinquefoil in the collar point, sable.

**CREST.**—A tower, proper.

**MOTTO.**—*Rather die than disloyal.*

## NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

CAPTAIN BLACKWOOD.

*Letter of thanks from Sir Charles Cotton, to the Hon. Captain Blackwood.*

“ SIR,

“ *San Josef, off Toulon, July 25, 1810.*

I HAVE received your letter of the 20th instant, in duplicate, detailing the particulars of your proceedings, with the detached ships under your command on that day, and which had been the means of preventing the Sheerwater, and probably the Euryalus, from falling into the hands of the enemy, who had put to sea from Toulon with six sail of the line (one a three-decker) and four frigates. My letter of the 21st inst. by the Sheerwater, was intended to convey every expression of satisfaction as to the conduct of yourself and the captains, officers, and men under your command. I am, however, further to remark, that the enemy having a larger force than Captain Sibley gave me information of, together with the knowledge they must have had, by means of the telegraph along the coast, of the situation of our fleet so far to leeward, are considerations calculated to excite, if possible, a still greater degree of admiration, and at the same time serves to shew in what awe the enemy hold the gallantry and enterprise of British seamen.

“ Sir, I remain, your humble servant,

“ C. COTTON.

### DEATH OF ADMIRAL VILLENEUVE.

ADMIRAL VILLENEUVE, according to the French papers, fell by his own hand. At the time, however, that we copied the account of his death,\* we expressed our opinion, that the statement indicated *assassination*, rather than *suicide*; and that opinion is corroborated by the following extract from Mr. GOLDSMITH'S *Secret History of the Cabinet of Buonaparte*, recently published :—

“ Admiral Villeneuve, when he returned to France from this country, was assassinated by order of Buonaparte, at Morlaix. Four Mamelukes, dressed like *gens d'armes*, were sent to that place. The admiral had dined with the Prefect, and went home to dress to go to the play; when he entered his apartment, these four assassins rushed upon him, and strangled him. A report was industriously circulated, that Villeneuve destroyed himself, from dread of the vengeance, which he was informed had been expressed

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\* *Vide NAVAL CHRONICLE, Vol. XV. page 456.*



against him, by the tyrant. This is void of all probability, as he could depend upon protection from Madame Joseph Buonaparte, who was his first cousin."

## BATTLE OF THE HEN-COOPS.

THE following anecdote is related by a gentleman, who was on board the *Charlton* at the time of her capture:—"During the interval between the first and second attack (for there were three distinct actions), it was suggested to the officer in command of the troops, that serious consequences might result, should the enemy's shot take effect about the poop, the hen-coops being full of empty bottles; in consequence of which, orders were given for their removal; but as the time would not admit of the bottles being removed, the hen-coops, bottles and all, were thrown overboard. The enemy's frigate, *la Manche*, was then about a mile and a half astern, and of course saw (though, it would appear, imperfectly) what passed on board the *Charlton*; and, from the appearance of several floating bodies on the water, concluded that the *Charlton's* boats were prepared for boarding. Under this impression, orders were immediately given by the commander of the frigate to anticipate the attack. Her boats were instantly manned and armed, each carrying a small gun on the bow, and in this order advanced to the scene of action; when, instead of meeting with the reception they expected, the object of their fears presented itself to the astonished Frenchman, to the inexpressible entertainment of all on board the *Charlton*."

## PRESENTATION OF PLATE TO CAPTAIN WAINWRIGHT.

WE copy the subjoined article, dated Bombay, January 9, 1810, from an *East India Paper*: †—

"We have more than ordinary pleasure in giving publicity to the following correspondence.

"In conjunct operations of the navy and army it must be the wish of every British heart that they should be animated with one spirit, feeling the force of the excellent maxim, 'that they are branches of the same profession.'

"It is, therefore, peculiarly gratifying to witness such an example of honourable emulation between the gallant chiefs and their companions in arms, and to record a tribute so generous and so just to the virtues of an excellent officer.

"From these proofs of harmony in the public cause, and from the complete success which has attended the execution of an enterprise of a novel and difficult character, we entertain a proud confidence, that should their services be hereafter called to a more extended field, the commanders of the expedition to the Persian Gulf, will rank high in the annals of their country.

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\* *Vide* NAVAL CHRONICLE, Vol. XXIII. page 448.

† For the official details of Captain Wainwright's proceedings in the Persian Gulf, *vide* NAVAL CHRONICLE, Vol. XXIV. page 73, *et seq.*

' SIR,

' *Muscat Roads, December 21, 1809.*

' A considerable part of the force lately serving in the Gulf of Persia being about to return to Bombay, we embrace the only opportunity we may, collectively, have of expressing the just sense we entertain of the benefit the service has derived from the zealous and cordial co-operation of the naval force under your command, with the military employed on this occasion.

' The successful accomplishment of those objects of the expedition which have yet been undertaken, we ascribe, in a great measure, to the harmony and good understanding which have at all times subsisted among us.

' The attainment of these desirable ends has been effectually and happily promoted by your own example, and by your judicious and conciliatory conduct on every occasion.

' We request your acceptance of a piece of plate of the value of three hundred pounds, as a testimony of the high respect and consideration with which we have the honour to remain,

' Sir, your most obedient,

' And very humble servants,

' LIONEL SMITH, Lieut-Col. commandg. the Force.

*General Staff.*

' N. WARREN, Brigade Major.

' C. PAGE, Paymaster and Comsy. to the Force.

' HENRY W. SEALY, Commissary of Stores, and commanding the Artillery.

*For the Officers of the 47th Flank Companies.*

' R. KELLY, Captain.

' R. G. ELLINGTON, Captain and Major.

*For the Officers of the Corps.*

' J. B. GARSTIN, Major commandg. H. M. 65th regt.

*For the Officers of the Detachment.*

' R. W. CORY, Lieut. 2. 2 Royal Native Infantry.

*For the Officers of the Detachment.*

' K. EGAN, Marine Battalion.

' Captain John Wainwright, H. M. Ship  
*la Chiffonne, commanding the Squadron.*

' *H. M. S. la Chiffonne, Muscat Roads,  
December 22, 1809.*

' GENTLEMEN,

' I cannot find words to express the gratification I have received from your very unexpected and flattering letter of yesterday, conveying to me the desire of all the officers of the army employed in the Gulf of Persia, that I should accept a most splendid present as a testimony of their esteem.

' I do but anticipate the satisfaction which the officers of the naval force

under my orders will receive to find that their desire to preserve the most harmonious understanding with the army has succeeded; for myself, accustomed from my earliest years to consider the army and navy only as different branches of the same profession, I have ever, from public motives as well as private inclination, endeavoured to preserve the most fraternal unanimity between the two corps. It is this happy union which forms the bulwark of our country.

‘ The encomiums you have been pleased to pass on my individual conduct I know I do not merit, but the deep-seated pleasure which this manifestation of your good will and good opinion has caused, will always stimulate my exertions to deserve the honour of their continuance.

‘ I remain, with sentiments of the highest esteem and respect,

‘ Gentlemen,

‘ Your most obedient and very humble servant,

J. WAINWRIGHT, Captain.

‘ *To Lieut.-col. Lionel Smith, commanding the Brigade and the whole of the Officers of the Staff, and Officers commanding Corps and Detachment under his Orders.*

#### CONVERSION OF SALT WATER INTO FRESH.

A PATENT has lately been taken out by Mr. Archbold, for a method of converting salt or sea water into fresh water, both on land and on board of ship, at sea.—By this invention, it is intended to produce pure fresh water from sea water by distillation, on a principle of filtration. For this purpose stills of a new construction are used, each of which has an outward case of metal, between the interior sides and bottom of which, and the exterior bottom and sides of the still, a place is left vacant; but the still is inserted into the case in such a manner that there shall be no egress for the steam from the case, except by a safety-valve. The head and neck are affixed to the still; thus, the water in the cases, not having the pressure of the atmosphere, will rise much beyond the boiling heat, and make the stills which are inserted in them, boil also; and there being no egress for the steam from the case except by the safety-valve, a small fire will suffice to keep up this degree of heat. From that part of the case which comes in immediate contact with the fire, a flue may be inserted, which, making some horizontal revolutions along the bottom may pass out into the chimney. The back also of the fire place can be a narrow boiler, which may communicate with the cases of the still. When performed on board of ship a reservoir of salt-water is placed upon the deck of the vessel, through which the chimney of the fire may pass and impart its heat, and from thence pipes, having a cock attached to each, lead into the cases and stills for the purpose of their supply. From the necks of the stills, pipes are brought, conducting the steam into vessels for cooking provisions. The range has two metal doors in front, each of which is attached by hinges to iron bolts: these bolts fit into staples fixed in the side of the range, so that when the fire is not wanted for cooking, it can be enclosed by these doors; but when required,



the doors can be drawn out the length of the bolts, fitting into the staples at the side of the range, and form a screen, between which and the fire, the meat can be roasted. For the purpose of condensing steam on board of ship, the tube containing it may pass through the ship, and along any part of the outside of it which lies immediately in the water, and again entering the ship, it discharges the condensed water into the vessels designed for its reception; after the sea-water has been distilled in this manner, it is passed through a filterer, consisting of a small cylindrical case, made of tin or other metal, and being filled with pounded charcoal, each end is stopped by a circular cover, perforated with holes, fine enough to prevent the charcoal from passing through. One end of this case is inserted into a cask also partly filled with pounded charcoal, and the water being poured into the cask, filters out through the case.

#### SPONTANEOUS IGNITION.\*

CAPTAIN OBE T. LUDE, of the Danish vessel *Joachim*, and five of his crew, were recently landed from the *Alexandre French* privateer, captured by the *Venerable* and *Zenobia*. The *Joachim* was on her voyage from Naples to Plymouth, with a cargo of rags and general merchandise, when she took fire, thirteen leagues to the westward of Scilly, owing to the rags getting wet. The captain and crew had no alternative but to commit themselves to the deep waters in a small boat. A letter of marque soon after fell in with the boat, and two of the crew consented to go in her to the West Indies; but the others, who arrived here, took the dangerous resolution of attempting to reach Scilly. The *Alexandre French* privateer was the next vessel that met with them, and she was soon afterwards captured.

#### STORM IN THE INDIAN SEAS.

THE following detailed narratives, relating to a storm in the Indian Seas, and to other circumstances connected with the voyage of the fleet from India to St. Helena, are copied from a Calcutta Paper of August 22, 1809:—

*“ Ship Sir W. Bensley, off St. Helena, 4th May, 1809.*

*“ The William Pitt, Jane Dundas, and Duchess of Gordon from Columbo, joined us at sea on the afternoon of the 15th of February, when Admiral Pellew ordered all the regular Indianmen to sail in line-of-battle astern of his ship, the *Culloden*, and the extra ships in another line, with the *Terpsichore* frigate astern of them. We had fine weather and favouring breezes for some time; but, on the 12th and 13th March, we had hard gales, which we weathered very well; only we lost sight of all the fleet on the 14th; and, in the night of the 16th, we had such a tremendous storm, that we did not expect to see day-light again. (It was about the same latitude and longitude, in which the *Blenheim* and *Java* were lost). After midnight, one of the carpenters came aft, and, in a frantic manner, reported, ‘ The ship*

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\* *Vide NAVAL CHRONICLE, Vol. XXIII. page 448.*

will soon go down, unless she can be put about, to ease her larboard side, where a leak is suspected, as the water is gaining upon us.' But, as that could not be done, without cutting away, at least, her mizen-mast, the chief-mate fortunately would not agree to it. He approved, however, of throwing a dozen of the guns overboard, which of course lightened her; and part of her cargo (saltpetre) was pumped out. There was a very high and confused sea, which often came on board, and about 2 A.M. of the 17th, carried one of the sailors over into eternity. The boat was torn from the poop, and three of the cabins were so much injured, that Captain Duff and Dr. Hamilton (passengers) and the purser, were obliged to seek shelter in Forbes's and Mrs. Macdonald's cabins, which were the dryest in the ship. About that time, it was found, that by some accident two of the thick glasses (or bull's eyes) which were in the upper deck, to admit light, were broken, and let in a great quantity of water; they were soon stopped, and the pumps reduced the water; when at length we had the satisfaction to ascertain that there was no leak.

"Long-wished for morning at length came. The sea was still high, and the vessel laboured very much; but, she being strong and sound, we began to suspect the carpenter was at first too much alarmed. The chief mate did his duty like a *first rate sailor*; and the Lascars, although they deserted their posts two or three times, did better in the end than could have been expected. We have few European sailors on board. We saw the Cape Land on the 12th of April, where we would have found the Culloden; but, as we were alone, our captain would not go in. We steered for St. Helena, which we saw on the evening of the 28th of April; and about 3 or 4 A.M. of the 29th, the Moon shewed us eight strange sail lying-to off the island. We joined them, in a few hours after, in port, and found them to be the Culloden, which had received some injury in the said gale; the William Pitt, which shipped some heavy seas; and the fortunate Northumberland, which, though not a good sailer, had sustained no injury. The Huddart suffered most, having thrown her guns and part of her cargo overboard. The Euphrates lost one of her 12-pounders, which got loose and could not be kept on the quarter-deck. The Sovereign, the Harriet, and Lord Elton, are said to have made better weather of it than the Bensley. On the 30th of April, the Terpsichore (which sprung a leak) came in, with the Earl St. Vincent, Hugh Inglis, and Indus: they were at the Cape three days.

"*Ship Sovereign, off St. Helena, 5th May, 1809.*

"We came here safely to anchor on the 29th ultimo. Our passage thus far has on the whole been a pleasant one, though by no means so much so as we were induced to hope from the early sailing of the fleet. On our leaving Galle, the weather was at first favourable, though the winds were much stronger than usual at that season of the year; but, being fair, we were led to anticipate a quick passage, by soon getting into the Trades. In this hope, however, we were disappointed; for, instead of meeting with them, as is usually the case, from 4 to 11° S. we had strong gales from the north-west until we were in 16° 30' where we had it from the south-east;

but instead of fine moderate breezes and pleasant weather, it blew very hard with a heavy sea. We proceeded thus uncomfortably, until off the Mauritius, where we were doomed to encounter a tremendous gale of wind. It commenced at day-light on the morning of the 14th of March, from the south-east, at 3 P.M. it amounted to a perfect hurricane; our stay-sail was blown from the yard, the sea continually breaking over us, and the ship labouring dreadfully, and rolling her quarter-deck ports under water. We took in one sea over the poop, which carried away the quarter-gallery, and burst into the great cabin, producing a scene of horror and confusion. About 9 P.M. fortunately the wind abated, or else God knows what would have been our fate, as the ship laboured severely, in consequence of the excessive quantity of dead-weight, with which we were overloaded. We, however, threw several bags of saltpetre overboard, and nearly every ship has done the same. The morning after the gale, we found ourselves alone. The next day, we fell in with the Indus, and on the 18th with the Northumberland and Eldon. Being now four sail, we thought ourselves a match for any French frigate we might chance to encounter. We were, however, rejoiced, in  $36^{\circ}$  S. and  $50^{\circ}$  E. to descry six vessels. We made out one of them to be a man of war, and dismasted. Wishing it the Culloden, we fondly and naturally concluded it to be her, but, on coming up, she proved to be the Nereide frigate, which had, whilst cruising off the Mauritius, encountered the gale, and lost her main and mizen-masts. She had with her, the Pitt, Harriet, Euphrates, Huddart, and an American. On a comparison with others, we found they all had sustained more damage than we had. The Harriet threw much cargo overboard; but the Huddart appears to have been the greatest sufferer. She was compelled to throw nearly all her guns over; and the sugar, with which she was laden, being nearly all melted, she is under the necessity of taking in ballast here. On the 11th of April, we rounded the Cape in delightful weather. We perceived the Culloden, Terpsichore frigate, and St. Vincent, in Table Bay. The admiral directed us to proceed, and joined us himself on the following day. On the 30th of April, the Bensley made her appearance. She had a dreadful passage, and indeed serious apprehensions were entertained for her safety. We have as yet heard nothing of the Bengal, Calcutta, Duchess of Gordon, or Lady Jane. The admiral has fixed the 10th for our leaving St. Helena.

“ The Lushington from Madras arrived here on the 3d instant, bringing the pleasing accounts of the settlement of the Travancore business.”

#### REMARKABLE PRESENTIMENTS OF DEATH.

At the siege of the Havanna, in 1762, the Namur and Valiant took it day and day about to fight a sap battery; and the relief of the people was effected every midnight, to save from the observation of the Spanish garrison one party's approach and the other's retreat. We had marched forty in number, a lieutenant leading, and myself (a midshipman) bringing up the rear, to relieve the Valiant's; when Moor, one of our men, made frequent calls to stop—these at last became quite frivolous, and my distance had



got so long from the lieutenant, that the party was halted to close the line. In the interim, Moor fairly owned he had not stomach for the battery that night, knowing he should be killed. Our officer, a hard-headed Scotchman, steady and regular as old time, began sharp upon me: my excuse was the man's tardiness, and I reported his words. "Killed, indeed, and cheat the sheriff out of his thirteener and a baubee!—No, no, Paddy, trust to fate, and the family honour of the O'Moors for all that—come, Sir, bring him along: point your sword in his stern-post." Moor of course made no reply, but under a visible corporeal effort, and a roused indignation, stepped into the line: our whole party moved on. Now this Moor was seldom out of a quarrel on board ship, and having some knowledge of the fisticuffs art, he reigned pretty much as cock of the walk on the lower gun-deck. When we had relieved the battery, and the *Valiant* had gone silently off, all the guns were manned. There remained on the parapet only one heavy piece of ordnance, and our very first discharge dismounted it. Elated with that success, up jumped all hands upon the platform, and gave three cheers, when a little devil of a gun took us in a line, and knocked down five men. Sure enough, amongst these, Moor being the foremost upon his legs, was the first person killed. From whence had Moor this foreknowledge? He quoted no dream.

In 1778, to come nearer the recollection of survivors, at the taking of Pondicherry, Captain John Fletcher, Captain Demorgan, and Lieutenant Bosanquet, each distinctly foretold his own death on the morning of their fates.

*L'Oriflamme*, a well-appointed 40-gun French ship, had been taken by our *Isis*, of 50. Captain Wheeler, immediately prior to the close of the action, sent for Mr. Deans, surgeon of the *Isis*, and entrusted him with certain particular injunctions about family concerns. The Doctor attempted to parry funeral ideas, but was bluntly told, "I know full well this day's work; Cunningham will soon be your commander. All the great circumstances of my life have been shewn in dreams; my last hour is now come." He was killed early in the fight; and Lieutenant Cunningham managed so well in the devolved command, that Admiral Saunders made him a post captain into *L'Oriflamme*, in Gibraltar Bay.

#### TENDENCY OF CURRENTS.\*

On the 8th of December, 1807, Mr. William Somerville, a midshipman in his Majesty's service was off the coast of Wexford, in a prize, at the distance of about ten leagues. Recollecting an old story, of a watch having been hoven overboard in Spanish America, and taken up in Old Spain; he, in a frolic, wrote a letter to his father, resident in Dublin, which, with a suitable direction, he enclosed in a bottle, and threw overboard. To his great astonishment, about a fortnight afterwards, he received a letter from his father, stating that the letter had been picked up on the shore of the island of Anglesea, by a fisherman, who took it to the Rev. Mr. Rakets, rector of Tyguine; and that that gentleman had transmitted it, in an envelope, to Mr. Somerville, of Dublin.

\* *Vide* NAVAL CHRONICLE, Vol. XXII. page 191.

The correctness of this statement may be relied on. It is well known, that the current sets nine hours out of twelve up the Irish channel, which must have caused the expeditious passage, the distance being upwards of 200 miles.

#### DESPERATE ATTACK OF A TYGER.

THE subjoined remarkable statement is extracted from a Calcutta Paper of the 22d of August, 1809:—

“ The following intimation was circulated yesterday from the General Post Office.

‘ Information has been received, that, in the night of the 16th instant, one of the Kedgerree dawk boats, after delivering all the letters to the ships at Saugor, except the following, viz.

‘ One, addressed, Mr. J. Hack, brig Euphrosine.

‘ Two, ditto, Captain Loane, ship Union.

‘ One, ditto, Mr. W. Sanderson, ditto.

‘ And, one returned from the ship Boyne, address unknown; and, after receiving all the letters from the ships there—went in shore, and anchored at Saugor, the tide then ebbing. From the strength of the wind and tide, and the height of the sea, the boat drove; and, at the instant she took the ground, a tyger jumped on board, seized on, and carried away, one of the boatmen, and wounded the other two. The further consequence of this attack has been, that the boat oversetting, the letters, with every thing in her, were unfortunately lost.’ ”

#### PENSIONS TO NAVAL OFFICERS' WIDOWS.

THE following is an abstract of the Act, which was passed in the last Session of Parliament, for the more convenient payment of Pensions to Widows of Officers of the Navy;—

“ It is enacted, that, from December 25, 1809, the Court of Assistants of the Charity for the Relief of Widows of Officers of the Navy, may direct the pensions to be paid to such widows at the place of their residence in any part of his Majesty's dominions, or in any foreign parts, by persons appointed by them to pay the same; and those widows may apply for the pensions, paid by the receiver-general of the land-tax, collector of the customs, collector of excise, or clerk of the cheque of the district; and the Court of Assistants may order and direct the paymaster to make out two admittance-bills, payable by them to such widows; one of which shall be sent to the widow, and the other to the receiver-general, collector, or clerk of the cheque, who shall, on the widow's producing the duplicate, pay her the sum contained therein. The penalty, on such person's delaying payment, or taking any fees or discount, is 50*l.* to be received as penalties under the excise laws.

“ On certificate of infirmity being produced, the receiver-general, collector, and clerk of the cheque, are authorized to pay the contents of the bill to the order of the widow.

“ *But all assignments, bargains, sales, orders, contracts, agreements, or securities whatsoever, which shall be given or made by any widow entitled to receive pension, shall be absolutely null and void.*

“ Letters and packets are to be sent free of postage. Persons personating widows in order to receive pensions, or forging bills or certificates, are guilty of felony, and may be transported for a period not exceeding fourteen years.”

Bills and certificates are exempted from the stamp duties.

#### NEW GEOGRAPHICAL DIVISION OF HOLLAND.

It is understood that the late Kingdom of Holland, by an Imperial Decree of the 17th, has received the following geographical division, which is to commence on the 1st of January, 1811, when it will be divided into the following departments:—

1. Department of the Zuderzee, chief place Amsterdam. 2. Mouth of the Maese—Hague. 3. Mouths of the Scheldt—Middleburg. 4. Mouths of the Rhine—Herzogenbusch. 5. Overijssel—Arnheim. 6. Mouths of the Yssel—Zevolle. 7. Friesland—Lewwarden. 8. West Eems—Groningen. 9. East Eems—Anrich.

The department of the Zuydersee consists of the old departments of Amsterdam and Utrecht. The department of the mouth of the Scheldt (Zeeland) remains as it was organized before. The department of the mouths of the Rhine (Dutch Brabant) remains as it was before, except that it has united to it the *arrondissement* of Breda. The department of Overijssel and the old department of Gueld. The department of the West Eems, including the late departments of Groningen and Drenthe, and the department of the East Eems. East Friesland with Jeyer. It is said that on the 1st of January next year, a governor-general will be appointed for the late Kingdom of Holland; the person who will receive this dignity is even named, viz. a Prince of the Imperial Family. The present imposts in Holland, it is said, will likewise continue during next year, and most of the ministers will likewise remain for the same time.

## CORRESPONDENCE.

### THE WAHEBITE ARABS.

#### LETTER II.

*“ Multa dies variusque labor mutabilis aevi  
Rettulit in melius : multos alterna revisens  
Lusit, et in solido rursus fortuna locavit.”*

MR. EDITOR,

THE religious divergency described in my last, was not confined to that part of Arabia more immediately under consideration. While Abd'el-Waheb was consolidating his power in the north, a contemporary schism was set on foot in the south, by an adventurer named Mekrammi; who, from a less conspicuous origin than our hero, had raised himself to the govern-



ment of Nedjeran, a district of Yemmen, situated, according to Niebuhr, three days' journey E.N.E. from Saade. It is described as an agreeable country, well watered, abounding in grain, in fruits, and above all, in dates: The pasturage excellent, and the horses as well as the camels, much sought for throughout Yemmen. It's capital, which bears the same name, is an ancient city celebrated in the history of Arabia, and stands in a fertile plain.\*

Mekrammi, who was not of great birth, that is to say, not of the ancient Arab nobility, passed his youth in travelling over Arabia, to Persia and India, and, on his return, was appointed governor of this country by the Iminam of Saade. As soon as he obtained this post, he rendered himself independent, and even formidable: insomuch that we hear of him in the year 1762 or 1763, invading the adjacent territory of Abou-Aarish and gaining a battle against the Sherif, sovereign of that domain; and afterwards, towards the end of that year, or in 1764, he made an incursion as far as the province of Lahsa, conducting his army entirely across the peninsula, from the Arabian to the Persian gulf, carrying his arms over an extent of country, and in a space of time, almost inconceivable, according to our notions of war in Europe down to the days of Buonaparté. But it must be recollected, that the Arabian armies have not to drag artillery or baggage, the soldier is not like our forefathers, screwed into armour, nor like their sons, buttoned into *regulation*-clothing: half naked or lightly clad, he is neither encumbered by his weapons nor weighed down by ammunition; temperate from habit and necessity, his companion, the dromedary, can convey a sufficient store of food for both.†

\* The road from Sâna to Nedjeran leads by Deifan, Gula or Iula, Hawa, Sik-el-Harf, Neseif, Amâsia, Saadé, and from thence E. ward by Jâm, and Minneshid. Nedjerân seems to be the *Nâgara* of Ptolomey; and Iula is perhaps Khaulan.

† In oriental narrative the truth, commonly, is so overlaid by the exaggerations of history or the fictions of romance, that it is difficult to give a plain unvarnished account of things unbroken by, almost, as many digressions as Tristram-Shandy. Even the well-known creature alluded to in the text has in some degree lost it's physical identity owing to one of those causes. The camel offers four distinct species, which have been confounded by Buffon. The first is the vulgar beast of burthen so often described, generically named in Arabic *jemmel*, and in Turkish *derveh*: it has one bunch, with but little hair on the body; and its usual pace is a swinging walk of rather less than three miles an hour. The second, having like the former but one bunch, is physically distinguishable, as the thorough-bred racer is from the draught-horse, only by superiority of form and movement, going from five to six miles an hour at an ambling trot, which it can maintain with little intermission for four-and-twenty hours, or even much more, upon an emergency. This is the war-camel with which we have become acquainted through a classical medium, under the appellation of dromedary, or roadster: but whose real name is *hedjin*. These two species are met with from the extremity of Morocco to the confines of Hindostan. The third is the Turkman camel which is seen from Haleb (Aleppo) and Constantinople to Persia. It has one bunch like the Arabian breed; but is shorter, thicker, and more covered with hair of a darker colour;

Not content with the rank of Sheik, with political importance and military fame, Mekrammi also aspired to theological celebrity; which seems indeed to be a national propensity amongst the Arabians. From the slight mention, however, made of this personage by authors, all I can collect of his ideas on religion only serve to shew that he differed from all the sects already enumerated, and that every other sectary in the world he professed exclusively to teach true religion in all its purity. And if Niebuhr was rightly informed, it must be admitted that he put the credulity of his disciples to a stronger trial than any of his patriarchal predecessors; for according to that traveller he was said (to use the Arabic figure of speech) to sell paradise by the cubit: that is to say, the simple and superstitious were wont to purchase from him or his agents, tickets or amulets, assuring to the bearer a place in the regions of bliss, which would be greater or less according to the rate of premium. Besides this, he instituted fasts and processions as the means of obtaining a cessation of drought. Niebuhr further says, that he was told by an Arab of Lahsa that Sheik Mekrammi regarded Mahomet as a prophet; but that he did not place the four first Kâlif's above their successors, nor in fact above temporal sovereigns in general.

Whether Mekrammi's invasion of Hadjar was undertaken in concert with Abd'el-Waheb is not clear, but it certainly appears that the two Sheiks entered into some political relations to counteract an alliance, which had taken place between the Sherif of Mekkeh and the Immam of Oman, residing at Maskat.\* These allied Pontiffs had made the discovery somewhat late, that the church was in danger, and had moreover succeeded in

and it's neck is remarkably pendulous. The fourth is the Bactrian race, spread over Tartary and China, but seldom seen in Turkey or Arabia: and it is to this animal that what has been asserted of the dromedary's having two bunches really applies. Volney says, that out of more than twenty thousand camels and dromedaries, he might have seen in Egypt and Syria, he never observed one with two bunches. My zoological examination does not extend so far, but as far as it does I can say the same.

\* This is the sovereign with whom the late English expedition to the Persian gulf acted in concert. Maskat, or according to the Persian pronunciation adopted by the East India Company's officers, Muskât, is the emporium of Oman, and the city most known to Europeans. It is, according to Niebuhr, in latitude  $23^{\circ} 27' N.$  and it's longitude, according to the Bombay traders,  $12^{\circ} W.$  of that place. It stands on a peninsula, at the S. end of a gulf about 900 geometrical paces long by 400 broad, and the anchorage is sheltered by an island and steep rocks. Maskat is tolerably well fortified by art and nature. It is still as it was in the days of Arrian, (who in the *Peripl. Maris Erythr.* p. 18, names it *Mosca*) the principal place of resort for strangers from Hindostân, &c. who hardly know any other place in the territory of Oman, whence the prince of that country has received the title of Immam of Maskat. The Portuguese took it in 1508, and retained it for about 150 years. Two churches built by them were still to be seen a few years ago, one serving for the governor's palace, the other for a magazine.

stirring up the tribe of Benni-kalled, near neighbours to the Nedjed,\* to whom the new sectaries had rendered that vicinity extremely troublesome. This politic system, on the part of the orthodox princes, however, was not rewarded by success; for the heretics had the advantage in every rencounter, and, eventually, rendered themselves masters of El-Hassa ('Lahsa), the metropolis of Hadjar. But territorial conquest not being the object, permanent occupancy was not the result of this inroad, so that after exercising a temporary tyranny over the hostile horde, the *Wahebbis*, as we shall, consequently, henceforward style the Nedjedis (for by this time the sect had acquired such a degree of consistence, that the national denomination became superseded by the founder's family-name), retiring to their own secure position, began to enforce that part of their doctrine which prohibited the assembling men from distant parts for adoration at particular places, reputed sacred from the nativity or decease of godly persons, as being injurious to the paternal character of the creator, so to distinguish particular spots of the earth when all parts of the creation must be alike in his divine sight. On this ground they applied themselves systematically to interrupt pilgrimage. This practice has ever been much in vogue among the orientals. It must not be believed that devotion is always the sole motive for the expense and fatigue attendant on these pious journeys: pecuniary interest often enters far considerably more into the speculation. The *kerwan* (caravan) offers opportunity for gainful traffic, in addition to the honorary reward of the title of *Hadji*, and the privilege of what is called "drawing the long-bow" to astonished auditories, about the miracles of the Kaaba, and the wonders of Mount Arrafat. The eastern christians are to the full as persuaded of the merit attached to visiting Jerusalem, as the Mussulmans are firm in their veneration for the Kaaba: nay more, the Greek church inculcates that worshipping at the holy sepulchre, and plunging into the Jordan, assures plenary indulgence, not only for the past, but for the future; not only for murder, incest, and pederasty, but *even* ——— for the breach of a fast, or the neglect of a festival! †

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\* Nedjed is sometimes called *Nadjd*; but it must be recollected, that the articulation of vowels from the written languages of the east, is often very arbitrary: the well-known name Aboukir, for instance, is liable to be read in Turkish as *Eboohor*, when the vocal accents (*puncta diacritica*) are omitted.

† To avoid a multiplicity of notes, which may interrupt the reader's attention, I shall here consolidate a few remarks which will be found useful for a right understanding of several points alluded to in the above paragraph, *vis.*

The *kerwan* of Mekkeh, bears exclusively the name of *hadsh* (pilgrimage): others are simply called *kafil* (pronounced kaffle). *Hadji* is perhaps better spelt in English *Hadsh*ee. The Kaaba is pronounced by the Turks *keabeh*. The orientals of all persuasions never name Jerusalem otherwise than *El-kodz*, "the holy;" adding sometimes *sherif* (pronounced *sheh-reef*), "the noble:" *kodz* or *kuds* seems to be the etymon of all those eminences named *casius* in antiquity; which, like the city of Jebus, had the double attribute of high, and of holy, places. The pilgrims to the holy-land are styled *Mokodzee*. But this variation of title may be said to constitute a distinction without a difference; for the respect



But to return from this digression on pilgrimage in general to the stated practice of Mussulman devotees. While the Kaaba of Mekkeh,\* and Mohammed's tomb at Medinne, are the great attractions of Turkish pilgrims; the Persians have transferred their devotions to the sepulchres of two martyrs, belonging to the *pseudo*-prophet's kindred, at the places called after them respectively Meshed-Aali, and Meshed-Hussein;† all which shrines

shewn by courtesy to each class of pilgrims respectively, has not hindered the firm establishment of the Arabic proverb, "Distrust thy neighbour if he has made one *hadsh*, but if he has been twice, lose not a moment in removing away;" for in fact, experience shews that most of those devotees are remarkable for insolence and dishonesty, as if, like some gamblers, they seek the revenge for dupery in knavery.

\* The foundation of the Kaaba is attributed to Ibrahim (Abraham): but it is to be observed, however, that all tradition of high antiquity is as little to be depended upon in its details amongst the Orientals as amongst the Europeans. With them as with us, facts of an hundred years, when not recorded in writing, are altered, denaturated, and forgotten; so that to expect of them any rational account of what may have happened in the times of David, or Alexander, is as if one was to interrogate a Scots highlander about Fingal, or a Flemish boor about Clovis. Throughout maritime Turkey, most ruined edifices, at all remarkable for solidity, are attributed to the Genoese; while the Syrians usually ascribe such remains to Solomon, with a sturdy disregard of chronology.

† The principal difference between the Sunnis and Sheas refers less to the rites of religion than to the order of succession to the Khalifat, in the family of Mohammed. The former consider the election of Abou-Bekr, Omar and Osman, to the prejudice of the prophet's descendants in the female line, as sanctified by the dispensation of providence: whereas the latter detest and anathematize those three first Khalifs as usurpers and murderers. The origin of the schism may be traced to "woman's hate:" the radical cause being family dissension; arising from the aversion of Aisha, wife of Mohammed, against Aali, who married his daughter Fatima.

Meshed-Aali is so named from a mosk erected A. H. 366 over the spot, where it is supposed that Immam Aali was interred after assassination, around which a town of some extent has arisen. It stands on the borders of the great desert not far distant from the right bank of the Euphrates, in latitude  $32^{\circ} 10'$  N. and in longitude  $44^{\circ} 10'$  E. from Greenwich. The population is a mixture of Arabs and Persians; the latter predominating, although the place is situated in the province of Irrak-Arabi. The pilgrims in some years have amounted to the number of five or six thousand.

Meshed-Hussein has an origin and destination similar to those of Meshed-Aali; it stands on the same side of the river, but somewhat nearer Baghdaad, in latitude  $32^{\circ} 40'$  N. and longitude  $44^{\circ}$  E. Hossein the son of Aali by Fatima, and consequently a grandson of Mohammed, was slain in a battle, fought to assert his right to the Mussulman regency, against Jezid (an Anti-Khalif). The field of battle was at Kerbela, near Babylon. The history of Naddir-Shah, by Mohammed Mahadi *Khán*, contains the following passage relative to these two places. "The piety of Naddir *Shah* excited him to gild the roof of the holy church of *Nedjef-es-sheruf* (as the Persian author calls Meshed-Aali).—The charges amounted to a considerable sum. The walls of that edifice were repaired by the

Sheik Abd'el-Waheb had artfully confounded in one sweeping anathema, holding forth to proselytes the immense wealth of those sanctuaries as the eventual reward of zeal. For it seems the endowing the church with temporal riches is a practice which has blended itself with the establishment of public worship, as intimately in Islamism as in some older institutions better known to us.

Thus was the observance of a strict precept among Musulmans impeded by the policy, and the tangible parts of Mohammedian worship, menaced by the cupidity of the Wahebite *clan*, to such a degree, that the news spread to Constantinople in a way to alarm the piety or wound the pride of the Emperor, and to rouse the torpid apathy of his decrepid government. The Othman *Sultaan* alone of all Musulman sovereigns is mentioned in public prayers, by the title of "defender of the sacred cities of Mekkeh and Medineh;" a strong tie upon the allegiance of subjects composed of divers nations, connected more by unity in religion than by public spirit and patriotism. The *Divaan* has always been understood to entertain a jealous suspicion of the Arabian nations again forming a people. In short, the peril was deemed so imminent, both at the *Seraglio* and at the *Porte*, as to warrant the issuing of instructions to the Governor-general of Mesopotamia to act with vigour against the insurgents.\*

liberality of her Majesty the Empress the illustrious Couhershah-Begum (Princess) who remitted for that purpose from her own treasure 100000 *Nadderis* [roupees?] —To repair the church of Kerbeleh (Meshed-Hossein) the Razia Begum, daughter of Shah Hossein, caused to be paid by the treasurer of her *seroy* (*seraglio* or palace) 20000 *Nadderis*." Koofa (Cufa) anciently the capital of the Abbassid Khalifs, is about two leagues N.E. from Meshed-Aali, on the banks of the Jarri-Zaade or Pallacopas of the Greeks. It was in a mosk of this city that Aali was mortally wounded by an assassin, at the instigation of Moawia.

\* The emperors of Constantinople of the dynasty of Osman the Turk, attach the more importance to the public prayer, mentioned above, as an indirect sanction of their pretensions to the Khalifat; although in point of fact that dignity was abolished in the person of Mostazem by Holagou-Khân, a descendant of Jenghiz, as long ago as 1239. The Arabs describe the temporizing policy of the Divaan, and the propensity to procrastinate among the Othmans by a singular proverb, which says, "The *Osmanli* hunts the hare in a waggon." *Osmanli* is the vernacular appellation of the Turks; which last term is only used in a reproachful sense. *Divâan* is too well known to mean a council of state to need more interpretation here; but as correctness is desirable, it may not be amiss to make a short pause at two other words, which have been unaccountably naturalized amongst us, with what propriety, or from what necessity, the reader will judge. *Seraglio* is the Italian, as *Serail* is the French corruption of *seraï* or *seroy* a palace; but by no means designates the secluded apartment of females, which has its appropriate name *harrem*. *Porte* is French for *cappi*, a gate or entrance, a frequent oriental figure of speech to express a dwelling. At Constantinople it is used to describe the official residence of the Grand Vezir, under whose roof most of the offices of government are collected, something like as at Somerset-House, and where the several ministers of state are in daily attendance. Hence it is

That important command was held by Suleyman (Soloman) *Pasha*,\* who for his conduct in a subordinate government, during the last war with Persia, was advanced to Baghdaad in 1780. This officer's political and military character, supported by a wise and enlightened administration of his province, stood so high as to render his power an object of some jealousy at Constantinople; but at the same time his strength and position made him be considered with reason as the agent to be most relied upon for upholding Othman supremacy, and for withstanding the progress of armed

applied in diplomatic language to the government at large; in which sense it is employed in the text to distinguish the policy of the ministry from the feelings of the court.

The titles, forms, and customs, of the Turkish empire, are very little known in Christendom, and nothing shews more strongly our general ignorance on these subjects, than the facility with which we copy from age to age the blunders of our predecessors, without acquiring any distinct knowledge either of things, or the terms by which they are designated. So little have the literal signification of terms been attended to, although that alone could lead to the force and substance of the respective designations, that even our gazetteers and other books of geography, have alleged that the expression *Porte* is intended to announce the vast superiority of the *port* or *harbour* of Constantinople over all other harbours! and that the Ottoman *Porte*, or the Sublime *Porte*, mean nothing else but that. Now the fact is, that the Turks, like all other nations not altered by constant intercourse with strangers, have very peculiar customs—and, founded on those customs, very peculiar modes of expression. A man's gate, or a man's door, has the same signification that a man's hall had in the times of hospitality and chivalry. The threshold and the roof are still more peculiar illustrations: crossing the threshold, and coming under or departing from the roof, being exactly the same as departing from or entering the dwelling. Thus the Ottoman *Porte*, and the Sublime *Porte*, which have been alleged by ignorant people to allude to the harbour of Constantinople, &c. mean actually neither more nor less than what we see annexed to the proclamations of our own Sovereign, "Given from our Palace of St. James's," or from "The Queen's House," "Windsor," &c.

It may be as well to record farther in this place, that the material gate or porch of the Imperial palace at Constantinople, has quite another title—*Bab-ee-hoomayoun* from the Arabic. The word *Rekedb* (stirrup) in the *etiquette* of the Othman court, is the phrase employed to denote the Emperor's presence, or a ministerial audience. The reference of this figure to the equestrian life of the Scythians from whom the Turks are sprung is self-evident.

\* The Turkish term *Pasha* is formed of two Persian words *pa-shah*, which verbally mean vice-roy: every *Pasha* of the first class, denoted by the insignia of three horse-tails, carried before him on a march, or fixed at his quarters, is in fact a *wazir* (Vezir); but the former is the customary title, which in Turkey always follows the name, with the sole exception of Princes of the Blood, in contradistinction to Princesses, the title *Soultaan* (Sultan) being common to both. Thus they say, *Sultaan* Mahmood, but *Haddijeh Sultaan*. The term *Sultana* is a non-entity, and its vulgar application to the female partners of the Imperial couch an absurdity. They are styled *Kaddin*.



principles, which had in fact diffused themselves like a torrent over the whole desert, and agitated the hopes and the fears of the people to the very frontiers of Persia. His co-operation was deemed of such importance that it is understood the official *fermaans* (edicts) of the Supreme Vezir, were aided by the personal commands of the hapless Sultan (Selim III.\*) to induce him to exert himself. In 1790, the Pasha surrounded Meshed-Aaali, the richest and most exposed of the two shrines in his vicinity, with a fortified wall, and after some other defensive demonstrations, he was brought reluctantly to move offensively. No longer able, from the approach of age, or perhaps disposed, to take the field himself, he placed an army of twenty thousand men under the command of his deputy, named Akhmed, known also by the title of *Kiaya-Pasha*.†

The two personages just named are worthy of much more notice than the limits of this correspondence will allow: but the rise and fall of the latter was marked by incidents so strongly illustrative of national character, that before we follow the *Serasker's*‡ march into the Nadjd, I shall beg leave to introduce this favorite more particularly to the acquaintance of the European reader.

The Pashalik of Baghdaad, very limited in its extent, as long as there was a Pasha of the first rank at Sherasoul, one of the second at Basra, and a *Vaivoda* at Merdin,§ is become one of the most considerable since the union of all those governments. It was during the troubles of Persia,|| when Naddir Shah (Tammas-kouli Khan¶) menaced Baghdaad, Basra, and

\* This prince was dethroned and assassinated in 1807.

† Pronounced *Kec-ah-ya*. An officer chosen after the manner of the Consular Lieutenants in Roman history.

‡ Corruptly written *Seraskier*, compounded of *Ser*, chief or head, and *asker*, a crowd of people (but specifically an army); a Turkish military title of temporary limitation to what we should call in English "staff command."

§ Merdin or Mardin, which is regarded as the ancient *Marde* or *Miride*, is situated towards the summit of a high mountain, in latitude 37° 19' N. *Vaivoda* is a denomination, derived from the Slavonic, for Turkish governors not having the rank of Pasha. It is also borne by the Greek princes who govern (*Vlak*) Wallakia, and (*Bogdan*) Moldavia, in place of the former *hospodars*.

|| Persia is another of the words already alluded to, unknown in the country it is used by us to designate, and for which we are indebted to classical authority; that is to say, a single province of the empire bears the name of *Fars*, which the Greeks adopted for the whole, subject to the usual mutation of F. into P. and to their habitual difficulty (like the French) in rendering foreign sounds. The vernacular name is *Adjem*, or *Adjem-estan*, the traces of which seem to exist in *Achaemen-ides*.

¶ This title is of *Tatar* (Tartar) origin, and signifies Lord; we often meet with it in East Indian correspondence and literature, under the typographic form of *cawn*; which the Persians pronounce *cone*, and the Turks *han*: the difference arises from softening more or less the guttural *κ* represented in these memoirs by *kh*; as the broad *A* is by *â* or *aa*.

the bordering provinces, that it entered into the Othman policy, to operate a concentration of the whole military means on this part of the frontier. But if that union of great force and proportionate revenue has contributed to awe the Persians, it has also enabled the Turkish governors to maintain themselves against the sovereign will. For this they have only to captivate public opinion, to make themselves beloved by the *Yenni-cherris* (janizaries), and to have all the officers of their guard, men devoted to their person. Thus it is, that since the year 1702, the Sultaan has found himself constrained, not only to send the annual *Ferman* of confirmation regularly to the incumbent Pasha, but also to approve of arrangements for the succession, in cases of demise, not to expose the Imperial authority to contempt.

Suleyman owed his elevation to the vigour with which he defended Basra, when *Mutselim*\* of that city, during a siege of 13 months by the Persians, under Saddek Khaan, brother and general of the usurper Kerrim Khaan, to whom it, however, fell a prey in April, 1776, and Suleyman became their prisoner. Basra remained in the power of the Persians till 1779; when, on the death of Kerrim, it was evacuated, and Suleyman recovered his liberty. Having shewn qualities that rendered him both popular and eligible, he obtained, as has been already shown, the government of Baghdaad in 1780.

Suleyman was no sooner installed, than following the example of his predecessors, he neglected no means of perpetuating his place: but, at the same time, far from oppressing the people by extortion and monopoly like his brethren, he applied himself to the relief of the suffering classes, and to the prevention of any injustice or tyranny on the part of his officers, preserving the high reputation he had previously acquired for bravery, sagacity, and uprightness, throughout a long administration, till at last he sacrificed a great portion of the public attachment to a misplaced confidence in an unworthy favourite.

This minion was Akhmed, born at Baghdaad, of humble parentage. His father, a stable-groom in the service of Suleyman, when *Mutselim*, at Basra, obtained the favour of placing his son among the pages of the household, a short time before his Lord's captivity. The youth, to a gaiety of character, united a lively spirit and a prepossessing figure, and wanted neither intelligence nor address, so that he soon insinuated himself into the good graces of the *Mutselim*. During the latter's detention in Persia, Akhmed remained at Baghdaad, but re-entered his service upon his enlargement. When Suleyman was named Pasha, he bestowed the greatest care upon his page's education, and ever after retained him near his person. Akhmed, by the suppleness of his manner, by great facility in business, by total self-denial, and boundless devotion to his master's will, had reached such a pitch of favour, that he was cherished by him like an

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\* *Mutselim*, otherwise *Mutasilim*, or *Motusalem*, according to what has been already said of the arbitrary sound of oriental vowels, means "depository of authority;" and is the title of local governors subordinate to a Pashalik.

adoptive child. One benefit usually becomes an engagement to confer a second, and so on; such is the proneness in patrons to view their own handy-work with partiality, and to put a finishing hand to it, often for no other reason. Accordingly the Pasha, having made his pupil pass successively through the most honourable and lucrative employments, determined to crown all by making him second only to himself: nor was that all, for a *Tâtar*\* was at the same time despatched to Constantinople, with a request for the two tails, in favour of the new-appointed Kiaya, which the powerful influence of Suleyman immediately obtained, and thus was the favourite honoured with the eminent title of Kiaya-Pasha. Akhmed might be supposed at the *ne plus ultra* of his wishes, but when has one ever seen an upstart satisfied?—No sooner did this man find himself raised to rank and power, than unmindful of duty, honour, gratitude, or even decorum, he began to speculate upon his protector's downfall: artfully pretending to ease the Pasha of the fatigues of office, he, by little and little, contrived to absorb nearly the whole authority; he issued orders in his master's name without his knowledge; he required that no pecuniary grant should be obtained but through him; that no employment should be conferred but by his patronage; that no request should succeed but through his recommendation. At length he neglected to go through the form of making report to his chief concerning the details of administration, till the Kiaya became insensibly more considered than the Pasha, and the latter reduced to such a state of nullity, that no one in Baghdaad thought of applying directly to Suleyman, no matter for what, without previous arrangement with Akhmed.

This state of things brought about by inexcusable, but not uncommon, weakness, did not fail to render the people and the garrison discontented: they did not find in the delegate the amenity of the principal. Suleyman was just, beneficent, and disinterested; Akhmed was austere, partial, and rapacious. Suleyman owed his gradual elevation to merit: Akhmed's was the precocious fruit of chance. Suleyman was a warrior; Akhmed was never known to have affronted danger; and in a country where the feudal system still prevails in all its energy, the heroic character captivates and commands the multitude. It was this that constituted Suleyman's ascendancy over his subjects, who now, when he had barely attained the age of 66, began to treat him as superannuated; but if the idea of his being in his dotage led to contempt, the evidence of his being a mere puppet in the hands of a subaltern, excited their indignation, and they could not endure the change.

The popular dissatisfaction increased into murmur, when it was learnt

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\* The *Tâtars*, from their superior horsemanship, activity, and fidelity, became from early times so exclusively employed in the conveyance of correspondence, that they have given name to the profession; and although the express service is now no longer confined to that nation, *Tâtar* is still as thoroughly the synonymous title of a special messenger in Turkey, as *Suisse* is for porter, or *Savoyard* for chimney-sweeper, at Paris. *Tartar* is a corrupt spelling.



that the Kiaya had presumed to propose to the Pasha that he should ask of the Porte the third tail for him, and still more when it was understood that he had pressed him to give up the reigns of government, to retire into a solitary palace, and there embrace the tranquil life of a *dervish*. Akhmed had in fact insinuated as much to his old master, founded on the decline of his health, on his advanced age, and on the delights of a peaceable life, exempt from the cares of the world.

These proposals, indecent as they were, did not estrange the Pasha's sentiments, nor diminish the habits of kindness in which he had so long lived with one who for some time had ceased to deserve affection or esteem. The Pasha contented himself with answering his counsellor, that he had taken measures to secure his succeeding to the dignity after his death, and that that ought to satisfy him.

This is the man, to whom, about this period of his career, was confided the delicate enterprise against the Arabian insurrection, which he acquitted himself of as might be expected from such a choice. It is indeed curious to compare the parallelism between the conduct of *old* towards *new* governments in the East and in the West. And we may here connect for a while the biographical with the historical thread.

The march of the Othman force was by the shore of the gulf, but before it reached 'Lahsa, which the Wabebbis, ever alert and enterprising, had again got possession of, it had dwindled to half; so that after some skirmishing, although with advantage, the *Ser-asker* was fain to retreat, after going through the forms of a treaty, by which the forbearance of the schismatics towards the holy places was purchased at the price of recognizing the reigning family, to the final exclusion of the old dynasty.

Not long after this miserable piece of patchwork, the Pasha's health began to decline; he fell gradually into a state of languor, attended by a lethargic disposition, and aggravated by mental debility; insomuch that his recovery began to be despaired of. Cabals of all sorts were set on foot—the great ones had already opened negotiations at Constantinople—the Janizaries were preparing to sell their support—the Arabs, Jezids and Kourds,\* long restrained by the military prowess of Suleyman, were again

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\* The Kurds are a pastoral nation, whose tribes are exceedingly dispersed over lower Asia, particularly since a century back. Their original country is the chain of mountains from whence the different branches of the Tigris arise; and which chain, enveloping the course of the greater Zab, takes a southern direction along the frontiers of the Irrak-Adjemmi. In modern geography this country is designated by the name of Kourd-estân: under which appellation the most ancient oriental traditions and histories make it the theatre of many mythological events. The Kaldean, Berosus, and the Armenian, Mariaba relate that it was in these mountains (which Strabo calls *Gordonœi*) that Xisuthrus landed when escaped from the deluge. Xenophon makes mention of the *Karduchii* as a nation which although hemmed in on every side by the Persian empire, had always its power, and describes their harassing opposition to the retreat of the X thousand. In short the circumstances alluded to by the several authors sufficiently prove the identity of *Gord*, *Kard*, *Kurd*, and *Kourd* or *Koord*, even was it not sensible to the

ready to plunder the traveller—the populace of the city became tumultuous, and anarchy was on the point of overwhelming the best regulated province of the Othman empire.

It was presumed, however, that the Kiaya's party would triumph over all competition. The *interregnum* would find him in actual possession of authority; the Pasha's death leave him master of great treasure; and his negotiations were understood to have been active and extensive in all the quarters alluded to.

This was the state of things when, in the spring of 1796, Baghdaad was visited by two French *sçavants* named Bruguiere and Olivier, travelling on a political mission to Persia, disguised by scientific pretences, like that of a cotemporary emissary, the *Abbé* Beauchamp, to Maskat. The medical advice of these naturalists was applied for in the Pasha's case. and as their veracity is in general not to be impeached when national prejudice and revolutionary spirit do not influence their testimony, I shall adopt Citizen Olivier's narrative, as an eye-witness of scenes which serve to shew that at no remote period the habits of oriental courtiers had not undergone much change since the days of the Jewish captivity, as so admirably depicted in the book of Esther.

The treatment of the invalid governor by our *Æsculapii* was marked by unhoped-for success: a few days made a convalescent of him, and he was speedily enabled to resume his functions, when his gratitude towards the travellers was liberally manifested by word and deed. They received the compliments of the whole court for the restoration of a patient, who was sincerely the object of public solicitude; and among all the demonstrations that were made, none surpassed those of the Kiaya. On meeting him at one of their daily visits to the palace, he abounded more particularly in the most florid expressions, which had hardly escaped his lips, and the visitors withdrawn from the saloon of audience before the orator was poignarded almost in the presence of his patron, and left a mangled, naked corpse at the foot of the stairs. In fact he was sitting in conversation with the Pasha while Mr. Olivier was feeling his pulse; which the latter declares did not betray the slightest agitation! \*

ear. They have changed but little in their modern state, and although in appearance they are tributary to the Othmans, they shew little more respect to the Sultân and his Pasha's, than they did to the "Great King" and his *Satrapes*. Their language is a mixture of Kaldean, Persian, and Arabic. The alphabet is purely Persian. Language being the principal indication of the fraternity of the human race, it would be desirable for governments to encourage that branch of research. The *Propaganda* at Rome once published a Kurdian glossary. Professor Pallas has given a number of comparative vocabularies: unhappily they are all in Russian characters; and it is hardly supposable that the Muscovites will ever bring Europe to admit their letters to a preference over Roman.

\* The writer would not have been tempted to introduce an episode which savours somewhat of the "Arabian Nights," was he not thoroughly satisfied of the truth; and if he himself had not been witness of a similar tragedy in another

The causes that led to this sad vicissitude are thus related :—Some few days before, the Pasha received from the Porte his *Fermaan* of confirmation in dignity for the ensuing year, as is the usage throughout Turkey : the bearer of these public despatches was also entrusted with a packet, which he was instructed to deliver to the Pasha only, in private : this came from his official agent at Constantinople, and contained the identical letters which the Kiaya had been writing to the ministers of state, in order to supplant his benefactor. In these he made the most of his long services in the government of the province ; spoke with confidence of his talents for office ; attributing to his own management the increase of the revenues derived from the Pasha, and which he undertook to augment yet more in case of succeeding. Meanwhile he offered considerable sums of money in advance ; and expatiated on Suleyman Pasha's increasing incapacity, owing to infirmities, that must inevitably lay him, ere long, in the grave.

These advices at once opened the Pasha's eyes, and decided the fate of the offender. By his dignity of *Vezir*, the governor had the power of life and death, and the guilt of the criminal was clear ; but the latter being the depository of nearly all his power, the infliction of punishment became not so easy a matter ; for if the Kiaya had once scent of the danger, there was an end of the Pasha. It was, therefore, necessary to proceed by stratagem, and assassinate the traitor whom it was not safe to execute. The *Khaznadar* (treasurer of the household) was selected as the agent, and tempted by a promise of the Pasha's daughter in marriage, with the prospect of succeeding to the offices thus about to be vacated ; that officer secured the assistance of some of the most trusty of the Pasha's body guard, and he employed the moment of the European physician's taking leave, to consummate the punishment of one of the most ambitious and most ungrateful of mankind, since his predecessor Hâman.

The state of Oriental society and manners is such, that the office of executioner is not considered as derogatory from the respectability of any individual in public or private life ; and human existence is treated with a degree of apathy, that such scenes excite no other sensation than that momentary awe with which a sanguinary spectacle must be supposed to strike beholders. In this particular instance the unpopularity of the sufferer was an additional preventive of disturbance : the public tranquility did not experience the slightest interruption ; nor did the Pasha visit the sins of the deceased on any of his connexions.

part of the same empire, at no great distance of time from the period of this narrative. Almost the sole difference consisted in the mode of death, which was by strangling, the victim being a *Cherkez* (Circassian) chieftain inveigled into a fortress upon a visit : where he was made away with much in the same manner by a flagrant breach of hospitality. The Pasha who perpetrated the outrage was supposed to act rather in obedience to orders than from the impulse of his own disposition, for he was a man of polished manners and superior acquirements : He afterwards commanded against the French in Egypt ; was taken prisoner, and died in their power, of the plague.



Though Suleyman recovered in a great degree from the sickness he laboured under when the cabal against him was thus detected; yet he did not regain that vigorous health which disposes a man for active pursuits: indeed in the decline of life he may well be supposed to feel no strong vocation for the renewal of hostilities which had proved destructive to his troops, prejudicial to his finances, inglorious to his arms, and in which he had every way more to lose than to gain: accordingly, we do not find him any more at war with the Wahebbis: and his death, which occurred not long after, freed them from almost the only efficient obstacle to their preponderance, as will be seen in my next.

NEARCHVS.

MR. EDITOR,

**I** HAVE not forgotten my promise to send you a farther account of the AZORES ISLANDS, and in particular that of San Miguel, which are so little known: nor shall I omit my intended Memoranda respecting Newfoundland, as promised at page 242 of your XXIII. Volume. My papers respecting the Azores have been sought after by some friends, who wished to peruse them, and that circumstance alone has occasioned, as it may again, my silence.

It was lately the intention of Lord Bute to visit, and to remain some time in, the Island of San Miguel, (St. Michael); and it is much to be lamented that his Lordship's plan has been altered. The presence of such a nobleman in the Azores, would certainly have tended to open the eyes of our government to the strange indifference which they have hitherto shewn, notwithstanding many remonstrances, to this valuable and vulnerable part of the Portuguese dominions: when too late they will see their error, and the fatal consequences of it will then soon be felt by our outward and homeward-bound West Indiamen.—A cluster of Islands, which may be considered as the half way houses between Europe and America, and where refreshment of such importance to our maritime trade and fisheries, may so reasonably be procured, should not be suffered to become an impregnable resort for French privateers.

It is to be apprehended, that Lord Bute's intention of visiting these islands, was in some degree prevented, by an incorrect report having appeared in the newspapers, of a recent earthquake at St. Michael's: I shall, therefore, first beg leave to send you a copy of a letter that has appeared respecting that event; and which, from the subjoined signature, would seem to have been written by our worthy British Consul at that Island, William Harding Reed. The letter is as follows:—"I have observed in your paper \* an extract of a letter dated St. Michael's (Azores) the 24th of August last, giving an account of the earthquake that occurred on that island on the 11th and 12th of August. As a lover of truth, I consider it my duty to correct that very exaggerated account, as well from the

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\* The General Evening Post. Dated October 29, 1810. From Angel Court, Throgmorton Street.

service I shall perform to the relatives of those of my countrymen resident in that Island, who must naturally be under the strongest degree of alarm and apprehension respecting their fate. On the 11th and 12th of August several shocks were felt; which caused some damage at the west end of the island, by throwing down several cottages, and created some degree of apprehension in the City of Ponta Delgada, which, however, sustained no farther ill consequences: though a subterraneous noise was distinctly heard in several parts of the island, particularly in the N.W. district. The houses in general are very strongly built with stone, and not easily injured; and those which suffered were only the mud-built cottages of the peasantry, easily affected by the most trifling shock: no lives were lost up to the period of my leaving the island, on the 21st of August. The whole island bears evident marks of volcanic formation, as extinct craters are to be met with at the distance of every two or three miles, on the ridge of mountains forming the chain which connects the east and west ends: and from the best information I have been able to collect from the oldest inhabitants, no eruption whatever has taken place during the last 60 years, and, certainly, none of any consequence for upwards of two centuries. I shall not enter into a philosophical inquiry of the causes of subterraneous combustion, nor of its component matter, which create those dreadful convulsions of nature so severely felt in Naples, Sicily, and other places, to which I have been a personal witness: my only wish is, to quiet the apprehension of the public respecting St. Michael's; and to assure it, that while the hot baths, and other natural outlets of volcanic matter existing in that island, continue to operate, no great danger is to be apprehended from the earthquakes that may occur in the degree hitherto experienced"—Signed W. H. R.

This letter, Mr. Editor, I considered as being too much connected with my subject, to be omitted: and I shall now proceed to furnish you with the valuable account of the same island, which I received last year from the Consul. Though I shall first remind my readers, that an expedition to the Azores was formerly commanded by the celebrated Earl of Essex, the favourite of Elizabeth, in which the Lord Mountjoy Blunt, afterwards Earl of Devon, was lieutenant-general.

The Island of St. MICHAEL is the largest in extent of square miles, of any of the Western Islands, and is the most productive in all kinds of grain, as well as animal and vegetable food. The richness of the soil, assisted by a delightful climate, and the improved industry of the inhabitants, give it a decided value over the rest of the cluster. St. Michael's, in Mr. Read's opinion, may with propriety be termed the granary of Lisbon; as upon a moderate computation in a year of favourable crops, it produces grain sufficient for ten times the number of its inhabitants. The population has been estimated at between 70, and 80,000, but in the opinion of our Consul is very little short of 100,000. We found the beef procured at this island, not inferior to the English, and to be had at a very reasonable rate. Its principal productions are Indian corn, wheat, barley, broad beans, and French beans, or calavances; an immense quantity of the finest oranges and lemons, grapes of every sort, and melons, and other fruits of different

species, with wine and flax. Poultry and eggs were easily procured by us at a very small expense ; as well as an abundant supply of vegetables. I saw some turkies, and a few sheep, but they were very inferior to their bullocks. Butter is difficult to be met with. Both the climate and soil are well adapted for sugar canes, and, in many situations, the coffee tree would, from experiments that have been made, flourish to advantage.

Indeed such is the fertility of the Island of St. Michael, that most of the European plants, with peach trees, apples, pears, cherries and plum-trees, would thrive well with proper management : and by the side of them would flourish a number of the tropical fruits. The soil, from being continually improved, is well pulverized, and produces every thing committed to it, with great luxuriance. The climate, though damp, is very healthy, and favourable to Europeans. The manners of the inhabitants are in general mild and inoffensive : under the influence of an enlightened government, both they and the country, would assume a very different appearance.

This island abounds with mountains, whence are seen the most romantic and delightful views : the vast Atlantic continually enriches the scene, and presents itself on every side of the Island, extending in distance to the utmost verge of the Horizon. The intermediate space is filled with orange orchards, the gardens and villas of the Portuguese, fields of Indian corn, other tracts that are sown with lupins for manure, intermixed with vineyards, patches of water melon, and with the excellent atobara, and other large pumpkins, used as either fruit or vegetables, and brought in great quantities by the Portuguese to their markets. It is remarkable, that in an island, where the price of every article of life is so very low, and where land is to be purchased at a rate so reasonable, none of the numerous tribes of emigrants should have resorted thither, as an asylum. An estate by no means inconsiderable, and in a most delightful situation, was offered last year for sale for \$00l. : and considerable pieces of land have been sold for less than the annual rent of a small house in England. The price of labour is very low, and materials for building are found in the lavioric stone, that is dug out in sinking a foundation. Any individual who has realized only a small fortune, would in St. Michael's find independence and luxury. And to invalids, the acquisition of a skilful physician, Dr. Hanton, who has for some time resided at Ponta Delgada, would be very considerable.

The revenue of this island is important to the Portuguese government ; for besides paying the expenses of its civil and military establishment, above 80,000 mill rees are annually sent home for the benefit of the mother country. Were the administration of the royal revenue put under the direction of men of honour and abilities, it would certainly be much more productive.

The military strength of St. Michael's consists in about 200 regular troops, wretchedly clothed and armed : exclusive of the militia, which may be estimated at from between 5 to 6000 peasantry, the chief part of whom are armed with the goads they use in driving their cattle. Some few indeed have muskets and pikes, but the whole form a mere undisciplined rabble,



easily induced to take a wrong direction, and more inclined to give offence, as we found, to the friends of the Portuguese, than to make any effectual resistance against its enemies. Being obliged to use some spirited remonstrances against the wretched government of St. Michael's, frequent and generally ineffectual visits were made to its governor. We at first found it extremely difficult to obtain an audience: his Excellency, we were informed, was ill of the itch, and was at that moment in the hot bath, endeavouring to obtain a cure. We were, however, at last admitted, and keeping at an awful distance, endeavoured to convince him, that the service of his Britannic Majesty should not be neglected by him. He promised much, but performed little: and frequent altercations with the Portuguese guard at the Quay, which in one instance came to blows, were the unavoidable consequence of the want of firmness in the Governor.

The whole of the Portuguese soldiers in the island, certainly form a mere undisciplined rabble, who would never stand the attack of regular troops, however inferior in point of number. The principal fortification in St. Michael's, is the castle of San Braz, situated close to the sea, and the residence of the Governor, at the western end of the city of Ponta Delgada. It commands the Mole, and anchorage; which during the last war was often entered by French privateers, when vessels were cut out from under the guns of the castle. About 24 pieces of cannon are mounted on the walls of San Braz, but the greater part are honey-combed and otherwise disabled, with broken carriages: very few would be found fit for action. An enemy intending to land, might certainly effect it with little, if any loss ---- Superior tactics would soon give them a decided advantage in a country, where good roads and open plains would enable them to act with rapidity. Still, however, if properly defended (and that it may be so speedily and effectually, is the leading object of these letters) the island possesses many local advantages in hills and passes, which, if judiciously fortified, would render it difficult for an enemy to penetrate.

The advantage that would accrue to the French, from the possession of St. Michael's, would, in the opinion of many well-informed persons, be immense: since, from its central situation in the Atlantic, it would afford them such opportunities of annoying our outward and homeward-bound trade: it would also serve as a shelter for the merchantmen they had captured, as well as for those prizes that were made by any of their allies. During the late wars, many Spanish vessels took refuge in St. Michael's from the British cruisers; and there unloaded their cargoes, until favourable opportunities offered of re-shipping them for Spain, by neutral or other conveyances.

The commerce of St. Michael's, with Great Britain, is very extensive: from thence the Portuguese natives are supplied with our woollen manufactures of every description, our cotton and Manchester goods, besides hardwares, earthen wares, and other articles of those kinds. You can hardly see any thing in the shops at St. Michael's, that is not English. In exchange for which, about 50 or 60 vessels sail annually for Great Britain, laden with fruit. Nor can it be questioned, as our Consul, Mr. Read, justly

observed, but that the commerce of St. Michael's, as well as that of the rest of the cluster, is susceptible of very great increase. The first step would naturally be to remove the impolitic restrictions under which it at present labours. The enterprising spirit of British merchants has, under all these disadvantages, rendered the commerce what it now is, and could not fail, if properly allowed to act, to increase the wealth and resources of this most beautiful island. According to Mr. Read, the practicability of enlarging and deepening the Mole, for the reception of merchantmen of a large draught of water, is easily seen, on examination of its entrance, and the sandy bottom of which it is composed; whence a canal might be cut into the square of St. Francis, capable of holding a considerable number of vessels; and this at an easy expense, if rightly conducted.

On the north side of the island of St. Michael, is situated the city of Ribeira Grande, a large and populous place; which having no safe anchorage, is dependant on the southern side, for all its commercial supplies. The bay of Ribeira Grande is full of dangerous shoals: but about a league to the eastward, is situated a very small bay or bason, called Porto Termoso, into which a line-of-battle ship might enter in case of extreme distress, and lie moored with safety. But seamen should be informed of the deceiving appearance of the land, which renders this attempt very difficult without a good pilot. The whole of the northern side of the island is well cultivated, and produces good corn, pulse, and wine inferior in quantity and quality to that on the south side. The fruits on the north side of the island are the most esteemed; and the oranges are more durable in a long voyage, than any other fruit whatsoever.—The little island of St. Mary is subordinate to St. Michael's in its civil jurisdiction; being of small extent and population, the produce of grain and wine is but trifling. It is more noted for being a place which the homeward-bound Spanish merchant vessels endeavour to make, in their passage from South America to Cadiz, and the ports in the Mediterranean.

To what I said in my former letter, respecting the other islands of the Azores, I have now to add something respecting the principal seat of government, Terceira, and then, as my present communication has already extended to some length, I shall only glance again at the smaller islands.

The island of Terceira, lying N.W. of St. Michael's, is about equal to it in extent of square miles, but is much inferior in cultivation and productions. Although the seat of the Governor-general of the Western Islands, it does not by any means hold its comparative rank in various other respects. The fortifications of Terceira are certainly more extensive than those at St. Michael's, and the troops are more numerous: but then they are ill appointed, and very badly paid, and, generally speaking, are much given to desertion; being indiscriminately formed of idle vagabonds from the other islands, who are sent there as soldiers, for a punishment. As a proof how badly supplied the Portuguese forts are in the Azores, with ammunition, it is confidently asserted, that when one of our ships some time since, entered the port of Angra, and saluted the Portuguese flag; none being returned,

the English captain remonstrated, and demanded the cause of such neglect?—"Only send me powder sufficient," replied the Portuguese officer who commanded in the fort," and an equal number of guns shall be immediately fired." There is more jealousy and watchfulness of strangers at Terceira, than in any of the Western Islands, from its being the residence of the Governor-general. Its port of Angra is sheltered from most winds, except from S. to E. by N. but with these winds a vessel cannot put to sea; and from the heavy swell that sets in, great danger is experienced from vessels anchoring in Angra. However, the trade of Terceira is so inconsiderable, that few shipwrecks occur, and the frequent stops made by its government, to any exportation of this island's productions, prevents much augmentation of its revenue.

The islands of Graciosa and St. George, are, in comparison, but small in size: their chief produce consists of inferior wines, and plenty of good cattle: as to fortifications, they do not merit any notice. Pico and Fayale have been sufficiently described in my former letter. Corvo, and Flores, produce a quantity of live stock, with abundance of excellent water, and have on that account been much frequented by French privateers.

For the present, Mr. Editor, I must take my leave.

TIM. WEATHERSIDE.

MR. EDITOR,

**A**S, in concluding some remarks you thought fit to annex to my letter, concerning Robert Jeffery,\* you said, that if any thing farther should appear on the subject, it should be duly noticed in the NAVAL CHRONICLE; I make it my business to follow up my preceding communication, by addressing to you the following account of what took place concerning the poor fellow, from the time of his arrival at Portsmouth, till his restoration to his family.

After landing from H. M. schooner *Thistle*, (in which vessel he was brought from Halifax) he came to London, and attended at the Admiralty on Monday, 22d October, when he received his free discharge from the navy, and by the R. being taken off his name in the books, he became entitled to all arrears, &c. Farther, the friends of Captain Lake made him a liberal compensation for the hardships he had sustained. He is a good looking young man, and confesses he made the ✕ for his name, though he can write; but he says that it is common among sailors to use the cross for shortness.† He says he was eight days on the island of Sombrero, during all which time he had nothing but rain water to subsist on, which he drank out of the crevices of the rocks—that several vessels passed within sight, but he was too weak to hail them; and that he was in the

\* See page 303.

† This avowal, which bears internal evidence of being authentic, affords ample justification of Mrs. Coad's incredulity touching the affidavit, as proof of her son's existence.



very last stage of starvation when the American vessel touched at the island. He left London immediately, in high spirits, with his money, to see his mother. Some people were after him, to make him *exhibit* himself for money; but he got his discharge from the service, upon an understanding, as is supposed, that he should quit the metropolis.

On the following Thursday he arrived safely at Polperro, where his mother and father-in-law reside; and as your naval readers, in various parts of the world, where they do not regularly see the daily papers, may wish to know the circumstances attending his reception, I beg leave to state them from genuine information.

Mr. Tatham, the professional gentleman, who was employed on the occasion by the Lake family, (Captain Lake himself has been abroad some time) after having adjusted every thing entirely to the satisfaction of Jeffery, properly conceived that one so unexperienced should not be trusted by himself with a large sum of money, and anxious that he should be safely restored to his family, sent his clerk, Mr. Davis, to accompany him to the spot.

On the road from Plymouth to Polperro they met the father-in-law of Jeffery, who recognized him immediately, and went forward to apprise his mother of his arrival. By the time that they reached the village, all the inhabitants were prepared to receive him, and it is hardly possible to express the cordial greeting and exulting transport that attended his arrival. After the tumult of joy had a little subsided, they began to look on Mr. Davis with apparent suspicion, and some degree of hostility; but Jeffery immediately assured them that he was one of his friends, and had taken the trouble of so long a journey for the purpose of protecting him. Their sentiments were changed at once, and Mr. Davis was received with respect and kindness.

The meeting between Jeffery and his mother was particularly affecting. At first she gazed on him with a kind of bewildered anxiety, as if doubtful whether she could trust what she saw. In a few moments she recovered herself, and they rushed into each other's arms. At length the agitation of their feelings subsided, and a scene of calm endearment ensued. Nothing but the arrival of Jeffery engrossed the attention of the villagers, and the whole place was a scene of generous tumult till a late hour in the night. Jeffery repeatedly declared, that the kind attention and generosity of the Lake family, particularly of Mr. W. Lake, (uncle of the captain) would never be effaced from his memory—that he entirely forgave Captain Lake himself, and could take him by the hand with sincere good will if he were on the spot, and imputing his conduct to a violent impulse of passion, for which he probably condemned himself when he had time for proper reflection.

Jeffery arrived at the village about six o'clock in the evening. Mr. Davis stayed with him till one in the morning, and, after a short repose, set off for London on Friday, gratified by the interesting events of which he had been a witness on this occasion.

Having now lodged the wandering sailor safe at home, with a competence in life secured to him, we may take final leave of the subject, amply

recorded as it is in the NAVAL CHRONICLE, for the information, and possibly instruction, of contemporaries, and of posterity: but I must previously be allowed to make a word of answer to certain observations on this case, that have appeared in print.

Some of the venal London prints, in a wretched attempt at a pun upon the words *Honor Coad* and *Code of Honor*, have insinuated that the letters from the seaman's mother, already published, were not authentic: nay, you yourself, Mr. Editor, have been pleased to say that you doubt their authenticity, gratuitously styling the writer "an ignorant, illiterate, woman." As I do not possess any personal knowledge of Mrs. C. I do not mean to question the propriety of those volunteer epithets; but I venture to assure you, that the correspondence in question has been verified and certified by competent witnesses, both here and in the west of England. Moreover, suppose the letters to have been written by others; are those others to be abused for that? Is it so very uncommon for a person to sign a letter written by another? And why was this woman, if in need of it, to be deprived of the assistance of talents superior to her own? Why then the sneer at those who may be supposed to have afforded that assistance, by alluding to "the machinations of a designing and disaffected set of men." Why this attempt to stigmatize the motives of any persons for rendering a good office to their inferiors in rank or education? Surely you do not nor cannot mean to throw discredit upon them, because they have done something towards the more complete detection, and exposure, of what may be correctly called in the language of our naval *code* (I mean not to play upon the word) "tyranny and oppression.\*"

On the other hand, I do not see that that eminent public writer, Mr.

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\* We have no wish to enter into a controversy with our Correspondent, ALFRED; but we must be allowed to offer a few words, in reply to his reflections on our mode of speaking of Mrs. Coade and her letter, as inserted at page 307. Mr. M. J. C. *alias* Mr. ANONYMOUS, in his introductory letter to the Editor of *The Morning Herald*, pretended to furnish "an exact copy of Mrs. Coade's letter, setting aside the correction of a few orthographical errors;" the meaning of which is, if our understanding be not extremely defective, that Mrs. Coade's letter was the spontaneous result of her feelings, with no alteration or correction but that of its orthography. Certainly we did not wish Mrs. Coade "to be deprived of the assistance of talents superior to her own; but, as her letter was written for the public, candour required, that the public should have been informed of the exact circumstances of the case. Honesty is not in want of a veil.—Some of our remarks, at which ALFRED appears so sore, were—"There is something so extremely questionable about the style and contents of the above letter, purporting to be written by the mother of Jeffery, that we cannot help doubting its authenticity. The production of an ignorant, illiterate woman, such as Mrs. Coade is said to be, could not have assumed so polished an appearance, by the mere correction of a few orthographical errors." We still insist upon the justness of these remarks; and we still also insist, that Mrs. Coade's letter bore "strong internal marks of having been written at the suggestion of parties, deeply interested in the effect which it might produce." We must again "be allowed to place the readers of the *Naval*

Cobbett, and others who follow his steps with unequal pace, and at a great distance, are warranted in harping any longer upon a case, the justice of which has been satisfied both in a criminal and civil sense. A competent tribunal had disposed of it as a public wrong, before the matter was agitated in Parliament, or "out of doors," as the phrase is. And Jeffery is admitted to have received from a spontaneous source, that indemnification he might or might not, after trouble, delay, and expense\*—have obtained from a legal course: he has preferred an amicable compromise of his injuries, to the "glorious uncertainty of the law:" What is that to the "Independent Whig," & *hoc genus omne*?

ALFRED.

MR. EDITOR,

**I**F the following account of a Lunar Iris should be applicable to your valuable compilation, you are very welcome to it; if not, your refusal to insert it cannot by any means affect one, who, in the strictest sense of the word, is

NIHIL.

Wednesday, 12th August, 1808, being in latitude  $47^{\circ} 09'$  north, longitude  $52^{\circ} 20'$  west, previous to the moon coming to the horizon, (which was about eight P.M.) an appearance presented itself (around that part of the horizon bounded by the Atlantic) similar to what is termed the northern lights, which on the moon's rising, gradually condensed, and finally formed an elliptical arch; the smallest diameter of which was (apparently) about a mile, and the largest occupied the whole space of the visible horizon: as the moon continued to rise, the smaller diameter increased, until it formed a perfect semicircle, and continued in like manner to decrease, until the moon set, which was about one A.M. of the morning of the 13th. The colours in the Iris were the different shades of yellow, from a dark orange to a bright straw: the intercepted part of the sky between the legs of the arch was a transparent black, which, contrasted with the Iris, had a truly picturesque effect: the rest of the atmosphere was remarkably clear, and the night was without exception one of the finest.

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CHRONICLE upon their guard, against the machinations of a *designing and disaffected set of men*, who never appear to be so much gratified, as when they have an opportunity of irritating the minds of the people against their superiors;" for we have *very strong grounds* for believing, that they will not suffer the case of Jeffery to fall into that oblivion which might be wished. At present, we shall only observe, that, on the very night (October 20) when the London evening papers announced the arrival of Jeffery at Portsmouth, "that *eminent !!!* public writer, Mr. Cobbett," devoted nearly four pages of his Register, to prove the impossibility of Jeffery being alive!

\* In the Common Pleas, 22d November, Bingham *versus* Benley. In the trial of this cause, as reported in the Pilot evening newspaper, No. 1220, the following dialogue occurred between Chief Justice Mansfield, and Mr. Serjeant Best, *vis.* B. I see my Lord! in Mr. Davison's bill of particulars, that he charges *one hundred and seventeen pounds* costs, where the original subject of litigation was only *thirteen pounds*. M. You must surely know, brother Best! such things are very common.



MR. EDITOR,

**T**HE following remarkable coincidence of circumstances occurred a short time since. If you think it worthy of insertion in the *CHRONICLE*, it is much at your service. P.

On the day that the *NAVAL CHRONICLE* for May, 1810, containing the Memoir of the Public Services of the late gallant and lamented Captain Richard Bowen, was published, a letter was received by his brother, Commissioner James Bowen, from a distant relative, who is at present governor of the island of Teneriffe, where his brother fell; stating, that the magistrates of the island, out of regard for the memory of the deceased, and respect for the surviving relatives, had requested him to receive the gold seals, chain, and sword, of the late Captain Bowen, which had been kept ever since in the Town House of that island, as a record of their defeat of the English on that occasion, and which was all that they could recover belonging to him, the populace having stolen his watch and other valuables: the sword, chain, and seals had been carefully preserved; and they requested the Governor to beg Commissioner Bowen would accept them, as they conceived such relics would be grateful to his feelings, and as the two nations were now firmly united in a cause which does equal honour to both, they did not wish to retain a trophy which could remind them that they had ever been opposed to each other.

MR. EDITOR,

Walworth, 19th November, 1810.

**A** CIRCUMSTANCE, which is not perhaps known to you, or to your readers, but which proves how greatly your valuable and national publication (the *NAVAL CHRONICLE*) is esteemed, even by our implacable enemy, is strongly exemplified by Buonaparte having caused the minister of marine, M. Riviere, during the late communication held between this country and France, to request that the Government might be furnished with the *NAVAL CHRONICLE* each month, as published, as it was read with much interest; and in return the Continental Papers would be allowed to be forwarded through the same channel to this country. What pleasure the Emperor can derive from reading a work, every line of which records some of those enterprises which have immortalized our naval heroes, and have so completely thwarted his ambitious views of universal empire, I cannot devise, unless it be his intention to profit by the many great examples which are portrayed therein, or to have them translated, in the hope that the navy of the "Great Nation" may vainly endeavour to imitate the glorious deeds of the British Tars. About the time this request was made, he established three naval colleges, for the purpose of being a nursery "for experienced officers" for his marine. Probably he may cause them to be read, to excite emulation in the youths educating at those seminaries, as well as to make them conversant in the numerous highly useful inventions which the *CHRONICLE* contains. Whatever may be the inten-

tions of this wonderful man, I confidently predict, that he will never obtain the dominion of the seas, or the end to which all his views are directed, the possession of "Ships, Colonies, and Commerce." You may rely on the fact of the request having been made, and complied with; which must be highly gratifying to every English heart, that an enemy, when he appears so implacable against every thing that even bears the stamp of having been manufactured by the British, should stoop to request that such a publication, as the only public national record of our naval supremacy, should be sent for his perusal. It must also, Mr. Editor, be extremely grateful to your feelings, who have, with so much assiduity and unremitting perseverance, through the many obstacles you must have encountered, continued to present to the British public such a proud record; and which ought to be now more valuable than ever from the estimation it is held in by the "Great Napoleon." Although the head of the French government may endeavour, in his *Moniteurs*, to detract from the well-earned fame of our tars,\* still this private request, made by the order of the French Emperor, speaks volumes as a tribute to their envied glory. S. S.

MR. EDITOR,

19th October, 1810.

WITH pleasure I observe the Board of Admiralty have adopted a plan for reducing in a material degree the expense of our navy, as will appear by the accompanying list of ships condemned by the Navy Board at their late visit to the Dock-yards; but, although they comprise only a part of the old lumber with which our navy is overloaded, and which thereby appears more important in respect to numbers than it really is; still, when we consider that those ships are each on an average an annual expense of at least 300l. to the public, this reduction in the annual expenditure is certainly of equal, if not of greater, importance, than the recently-adopted economical plan of discontinuing the allowance of an almanack, or a half-penny biscuit, to a few of the clerks in the public offices. Those ships, as I have before observed, cost the public in their present state, 22,000l. at least every year, exclusive of the expense of repairing occasional damages, &c.; this money will not only be saved to the public by the adoption of this judicious plan, but a considerable sum (not under 20,000l. at least)

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\* I allude to a letter translated last week from the *Moniteur*, purporting to be from an officer of the Toulon Squadron, relative to the late gallant attack of Captain Hon. H. Blackwood, on eight sail of the line, who came out of that port and endeavoured to cut off the Seahorse and a sloop, wherein he says "not a captain in the French fleet but would be most happy to be alongside Captain Blackwood for one hour, to teach him more respect for their marine." God knows, I have but little affection for a Frenchman, but I do not wish them a better berth than to be half an hour alongside Captain Blackwood; in which time I am confident the ships they command would no longer bear the Imperial tricoloured flag.

will be added to the public purse by the sale of such as are condemned for that purpose ; besides which, a farther advantage will accrue to the public by breaking up others, from which an immense quantity of very serviceable timber will be obtained for the use of the Dock-yards. This single example shews clearly the necessity that long existed for a change at the Admiralty ; and, under a leader disposed to listen to the suggestions and opinions of professional men of ability, the public may now look to the Admiralty Board with some degree of confidence for many useful and salutary regulations.

I remain, Mr. Editor, your's, &c.

Oct. 19, 1810.

NEPTUNE.

*Ships condemned by the Navy Board, at their late visit to the Dock-yards, to be broken up and sold.*

| <i>To be broken up.</i> |                  | <i>To be sold.</i> |                |
|-------------------------|------------------|--------------------|----------------|
| 84                      | Juste.           | 38                 | Fama.          |
| 74                      | Hercule.         | 20                 | Fuérté.        |
| 44                      | Expedition.      |                    | Prompte.       |
| 38                      | Vertu.           | Sloop.             | Argus.         |
| —                       | Immortalité.     |                    | Bergere.       |
| —                       | Engageante.      |                    | Camelion.      |
| 32                      | Juno.            |                    | Colombe.       |
| —                       | Alarm.           |                    | Eugenie.       |
| —                       | Andromeda.       |                    | Epervier.      |
| —                       | Andromache.      |                    | Flyvende Fisk. |
| —                       | Boston.          |                    | Hippomenes.    |
| —                       | Santa Gertruyda. |                    | Investigator.  |
| 28                      | Amphitrite.      |                    | Lilly.         |
| —                       | Brilliant.       |                    | Morgiana.      |
| 22                      | Myrmidon.        |                    | Mondovi.       |
| 20                      | Sphinx.          |                    | Rattlesnake.   |
| Sloop.                  | Peterel.         |                    | Rambler.       |
|                         | Fairy.           |                    | Railleur.      |
|                         | Don Carlos.      |                    | Sheerness.     |
|                         | Wolf.            |                    | Sylph.         |
| Bomb-ves.               | Terror.          |                    | Trompeuse.     |
|                         | Vesuvius.        |                    | Torche.        |
|                         | Zebra.           |                    | Valorous.      |
| Gun-brig.               | Aimwell.         |                    | Virginie.      |
|                         | Indignant.       | Fire-ship.         | Incendiary.    |
| Hulk.                   | Arundel.         | Cutter.            | Nile.          |
|                         | Yarmouth.        | Gun-boats.         | Volunteer.     |
|                         |                  |                    | Project.       |



## THE JUBILEE.

*"Tros Rutulusve fuit, nullo discrimine habebo."*

VIRG. ÆN. x. 108.

MR. EDITOR,

1st November, 1810.

THE calamitous circumstances of the Court of England account sufficiently for the *non*-celebration of that festival to which my former letter referred.\* I have not, therefore, any intention to complain of my suggestion for commemorating the royal jubilee, by a striking act of justice and generosity towards naval veterans, not having been acted upon by the Admiralty. I certainly did wish, and even hope, to have seen on the 25th of October, an order of council to reinstate all the "yellow" admirals and captains; to have seen fifty commanders posted; and fifty lieutenants advanced to command; which would still have left the *senior* commander of fourteen years, and the *senior* lieutenant of thirty-two years, standing! So that there was no great danger of doing too much. I say I regret that circumstances have not admitted of those wishes being realized: but I am willing to take the will for the deed, and, therefore, give the present First Lord of the Admiralty credit for availing himself of the Trafalgar anniversary to do something. He may be assured that the late measure, of promoting all the commanders to the end of 1802 serving afloat, and 20 old lieutenants, either in the command of small vessels, or serving as first in effective ships of the line, has, on the part of the first Lord, given general satisfaction to the public at large, and has tended to popularize "the Board" with the navy in particular. The former cannot but be aware that as a public man he has some lee-way to fetch up in public opinion. If the latter will condescend to appreciate a hint for the benefit of the navy from the NAVAL CHRONICLE, all I shall have to say is, better late than never.

I have read my letter of the 3d of August over again, with a scrutinizing eye, to review any expressions which perhaps in these ticklish times you could have wished to see in a more mitigated form; but I really do not perceive that those bounds, by which prudence and propriety restrain the liberty of the press, have been at all overstepped. My observations applied to things, and not to men. I neither went out of my way, to cast personal reflections on this or that *junta*; otherwise I had the two leading party prints open to me respectively, according to the servile or the censorious strain of my effusions; my object was purely and simply to rouse the apathy of those who breathe the atmosphere of office till they become callous to the natural sensations of mankind; and to remind them, if any such there be, that though they may sometimes fancy themselves even above the law, they are not safe from the lash of the pen. This being the principal object for which I employed mine, and in the cause of

\* See page 110.

the navy, I addressed myself to The Pilot, evening newspaper, and to the Naval Chronicle : the event has shewn I could not do better.

After this profession of faith, I shall venture to submit for consideration, by the proper authorities, the following sketch of a rule for naval promotion in future ; which I think would do away a great part of the grievances naval officers who are destitute of what is termed "interest" labour under.

As long as a senior officer remains unemployed, no home appointment of a junior ought to take place, or else a *bonâ fide* tender of service on the part of such senior should always stand good as actual service when a flag promotion reaches him upon the list. And, to counter-balance in some measure the system of advancement by favour only in the ranks of commander and of lieutenant, a certain number, however small, be it only a dozen, answering to one *per* month, should be annually promoted from the head of each list. Or let us suppose that, besides the admiral of the fleet, the nine gradations of flags be limited to a specified number, say twelve each ; making in the whole 97 flags ; then let the deficiencies be made good every New-year's-day, by a successive move among the flag-officers, and by a corresponding recruit from the post-captains, without any exception, unless with cause duly shewn. No *laying on the shelf* unexplained ; no mysterious *mark* set against a name in silence ; all fair and above-board ; the line unequivocally drawn between merit and demerit. We should then have no men of fortune skulking on half-pay, or merely pretending to come forward from time to time *pro forma*, just not to lose their turn of promotion ; nor would heroes pine away the effective portion of their lives in exile, amongst the highlands of Scotland, or the bogs of Ireland, while their letters supplicating for employment accumulate, perhaps unanswered, in the Admiralty library, to the amount of volumes ; but every one would have a fair chance, and the country reap the benefit of the rotation.

Another regulation has also occurred to me, which although of infinitely less moment, yet as we are on the topic of naval organization, I will take the liberty of mentioning it here, namely, the application of the now temporary title of commodore to post captains, as a fixed rank ; leaving that of captain entire to the next class of officers now designated by the very vague denomination of commanders on the list, while in addressing them personally they share the title of the rank above them. By this, besides attaining precision, which is always desirable, an approximation would be made towards correspondence in point of rank and title with our army, as well as with the naval service of foreign powers. In Russia, every line-of-battle-ship is commanded by a commodore ; and in Sweden, a post-captain is styled colonel : which denotes in fact the extent of his command. It must be in the recollection of most of your readers, that our captains of sloops, &c. were formerly called "Masters and Commanders," which *periphrasis* is now curtailed to the latter title only. Having thus sanctioned the principle by one step towards propriety : why not advance another ?

As I am not likely to trouble you again on this subject, I beg leave, before I conclude, to add my testimony to the general voice of the naval profession in favour of the liberality of the principles on which your publication is conducted: offering a laudable example to your brethren of the daily press, who, we have sometimes seen, sacrifice truth on the altar of party. From myself in particular, an acknowledgment of your justice is especially due.

HEART OF OAK.

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## MARINE SCENERY.

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### THE COAST OF FRANCE AND ITALY.

(From COLLINS's *Voyages to Portugal, Spain, &c.*)

WE passed the gulf of Lyons with a fine breeze, and shortly made the high land of Toulon, and the Hieres islands. At the conclusion of a charming day, we entered on the coasts adjoining it, and amidst the fragrance of a land breeze, which enabled us to keep close in, we passed gently towards its shores. From our recent adieu to the gulf of Lyons, the change was so grateful, that more senses than one were engaged on the various beauties presented. The eye dwelt with delight on the extensive gardens and pleasant villages between Hieres and the Var. The smell was as if in a garden of perfumes; and the ear was highly gratified with gentle undulations of the air and sea, all

"To the heart inspiring

"Vernal delight and joy."—MILTON.

The next day, with a beautiful morning and fine breeze, we sailed pleasantly along by the islands of St. Honoré and Marguerite, which are situated in a fine inlet or bay, and present a pleasing appearance. Marguerite is almost covered with trees and verdure, interspersed with several handsome buildings. The more barren and lofty parts of St. Honoré, heighten the contrast, and form, with the adjacent coast, a very interesting prospect.

Farther to the east, and nearer Italy, is Antibes, situated as in a garden; a sea-port town of considerable extent, with a castle and mole for shipping. The harbour is shallow, except near the mole. It is an ancient place, and has now a considerable trade. About twelve miles from Antibes, and in the same beautiful bay, is the noted town of Villa Franca. It is built on a beautiful declivity, and the effect is much heightened by the ranges of mountains which lie at its back and near it.

Near Villa Franca is the Var, a river celebrated in history, which separates Italy from France. Near the Var, in a continuation of the same garden of a country, is the neat and pleasant town of Nice, which has for many years been governed by a senate; but is now, together with all this country, under the control of France.



A few miles higher is the town of Monaco, easily known by a remarkable eminence near it, which resembles a plain on the top, and therefore called Table Land by sailors; this also is situated on a beautiful declivity.

With pleasant breezes, and the same agreeable views, we continued to be borne by Oneglia, lying near or between two pleasant rivers, on to Cape Delle Melle, which terminates this part of the coast of Italy. It is almost needless to observe, that all this country produces abundance of fruit, wine, and oil.

We continued to explore the still more interesting parts of this beautiful coast. Passing Delle Melle, another commanding prospect burst on the sight, and we soon entered the delightful bay, the shore of which contains the neat and handsome villages of Lican, Final, Orebo, and Noli.

From Cape Noli to Genoa is another fine bay, near the bottom of which stands the ancient, large, and beautiful town of Savona, whose present degenerated state calls for commiseration. It long since sunk, in a great degree, in proportion to the rise of Genoa; but since the decline of that extraordinary city, it has sympathized much with its decay; and the sand injuring its harbour, has combined nearly to remove its commerce into other channels.

Genoa, which is so much distinguished in ancient history, still exhibits remains of its former magnificence and opulence; its extent and population are even now considerable, and some of its palaces have a majestic appearance. It is situated in the bottom of a gulf of the same name, and rises gradually from the sea in the form of an amphitheatre. The church of St. Lawrence is very conspicuous.

The harbour is formed within two handsome and useful moles, which repel the heavy swell from the gulf; on one of these moles is an elegant light-house, which considerably adds to the general beauty of the view, and altogether constitutes Genoa an interesting prospect.

Before the discovery of a passage to India by the Cape of Good Hope, Genoa had arisen to the zenith of its prosperity as a commercial nation. Its commerce and colonies were astonishing, considering its small extent of country at home. They were rivals of the Greeks, Venetians, and Turks, and for a considerable period engrossed the trade of the Indies in Europe. The produce of the East was brought into their ports, and from thence conveyed and distributed to other parts of the world; by which means they principally rose to such eminence in maritime power. Luxury and pride, the constant attendants upon great influxes of wealth, had, however, begun secretly to undermine the prosperity of the country, when the passage to India being discovered, turned the trade of the East into new channels, which, combining with several other causes, gave a deadly shock to the power and commercial prosperity of Genoa, which, except a few short intervals, has continued to decline ever since, and from which depression it is not likely soon to recover.

## PLATE CCCXXIV.

**I**N one of our earlier volumes, we gave "*A View of the Streight, or Faro, of Messina, with a Portrait of Lord Nelson's flag-ship, the Foudroyant*,"\* engraved by Hall, from a drawing by Pocock; and, to the "*View of the Outer Harbour of Messina, Sicily, with the Light-House*," engraved by Baily, from a drawing by Bennet, at page 128 of the present volume, we now add "*A View of the North-West Entrance to the Streight, or Faro di Messina*," from the pencil and graver of the same artists.

Having already presented two views, so intimately connected with each other, it may be considered that the subject, as far as history or description is concerned, has nothing farther to offer. Interested, however, as we are in the late proceedings on the coast of Sicily, we gladly avail ourselves of the present opportunity, to rescue from the perishable columns of the newspapers, certain documents which will be regarded as curious and important by the future historian.

As objects of comparison, we first submit the two following Proclamations: the first from General Murat, the Usurper of Naples; the second from our own General, his opponent, who, at the head of a small army of British troops, still bars to the enemy the passage of the Streight of Messina, and frustrates his attempts upon another Crown, which he had considered within his grasp.

The classic reader may also derive amusement by referring to the details of the Roman history, which record the operation of the legions at this very point, where, we trust, the "spurious eagles" of France, as our gallant countryman terms them, are at length destined to be arrested by the spear of Britain in their obnoxious flights.

" GENERAL ORDERS.—ARMY OF NAPLES.

" BRAVE SAILORS,

" The expedition against Capri has entitled you to the gratitude of your country; and the battles of the 28th June, 1809, the 3d of March, and 9th, 10th, 12th, and 22d of this month, are proofs of your bravery. Your King is satisfied with your behaviour.

" But nothing is done, so long as any thing remains to be done. Sicily opens to you a new field of glory; the expedition for delivering from the yoke of the enemy this beautiful part of my territories is determined on. The English shall be driven from that island, and the glory of the Neapolitan navy will be immortal.

" Brave Sailors!—You will fulfil what I expect from you. The great Napoleon fixes his eyes upon you. In his name I confide to your intrepidity 20,000 of his heroes, and 10,000 of your countrymen. You will assert in the face of Europe the honour that is reserved for you to transport

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\* *Vide NAVAL CHRONICLE*, Vol. XVII. page 309.

so glorious a trust, and pass the Strait of Scilla. Yes, you will land these brave fellows on the opposite shore. The wind will favour your noble efforts, and nought will remain for you but to give battle to the enemy, who supposes himself invincible because the sea is between us; an enemy that you have seen withdraw in the most cowardly manner from our islands, without attempting to land, as he had insolently announced in his numerous proclamations; an enemy, in short, who does nothing but burn our cities, and plunder and devastate the peaceable inhabitants of our coasts.

“ Brave Sailors!—You will fight under the eyes of your King; he will always be in the midst of you. Honour and rewards await you. The hearts of your countrymen in Sicily call upon you. Swear to overcome all obstacles, to brave all dangers; swear to conquer, and you will conquer.

“ The King of the Two Sicilies,

“ Lieutenant of his Majesty the Emperor,

(Signed) “ JOACHIM NAPOLEON.”

“ *Camp of Melia, June 23, 1810.*”

(Signed) “ Count GRENIER, Chief of the Staff.”

“ *Lieutenant-general Sir John Stuart, Count of Maida, Commander-in-chief of the British Troops in Sicily, &c. &c. &c.*

#### “ TO THE ARMY OF SICILY.

“ The enemy, who announced his approach with so much pomp—who proclaimed to Europe his intention to compel the English, your allies, to withdraw their assistance from you—and who founded, on the expected plunder of this happy island, his hopes of rewarding his exhausted legions; this bragging enemy, who hardly having made the first step, boasted that the fate of Sicily was almost decided, and who fixed the eyes of the whole world on his promised enterprise, has been forced to keep his boats drawn up for their security under the batteries of the opposite shore of Calabria.

“ For two months he has remained ingloriously hesitating on the margin of that Strait, the barrier between you and his oppression; and he draws back at the sight of that element, upon which the force of his nation has only met with disgrace, and sees snatched from him a spot guarded by troops who hear his menaces with scorn, and view his spurious eagles with the most perfect indifference.

“ Brave and loyal Sicilians!—You have anticipated the paternal wishes of your gracious Sovereign, who has told you, that by your fidelity towards his allies, he would judge of the place that he held in your affections. It is for the preservation of his throne, and for your own safety, that we contend.

“ Noble inhabitants of Messina! a connection of years has made us as well known to you as brothers; like brothers you have joined us at the first sound of impending attack. In the exemplary zeal and loyalty of your respectable Governor, we have found the most efficacious support to our



measures for counteracting it. Your principal magistrates, your nobles, have assisted us with their authority. Your citizens have laboured for us, and have obtained the reward of their labours. In our anxiety for your defence, you will judge of the sentiments which unite us to you. Persevere with firmness in the noble spirit which you now show. Reject with scorn the title of subjects, with which the Usurper has the insolence to insult you. Let the enemy know that your sailors, your soldiers, and your citizens, feel no other jealousy towards their allies, except who shall be first in the glorious contest for the common cause. And rely with security, that wherever the standard of your lawful Sovereign shall be displayed in union with the banners of his august ally our King, we shall have but one destiny as we have one cause, and that we will never separate except in the last extremity."

"Messina, August 6, 1810."

Some time time subsequent to the date of the above vapouring Proclamation of Murat, a convoy of thirty-one vessels, laden with stores and provision for Murat's army at Scylla, together with seven large gun-boats, and five scampavias protecting them, wholly fell into the hands of our gallant seamen.\* This capture delayed, for several weeks, Murat's long-threatened attempt to invade Sicily. About the middle of September, however, having in some measure supplied the wants of his army, one of his divisions effected a partial landing in Sicily; but, the *wind* not favouring the enterprise, and the British forces being completely on the alert, the invaders were obliged to make a precipitate retreat, with great loss.† Murat, him-

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\* The particulars of this exploit, as they appeared in the *Gazette* of November 24, will hereafter be given, amongst our *Letters on Service*.

† At the time that we were preparing this sheet for the press, Government received despatches from Sir John Stuart, dated Messina, 22d September, 1810, reporting that, at day-light on the morning of the 18th September, the great body of the enemy's flotilla appeared to be preparing an attempt at landing between Messina and the Faro. While their movements engaged the attention of the main body of the British force, a debarkation was effected by a detachment under General Cavignac, near St. Stephano, about seven miles to the southward. This corps consisted of about 3,500 men, Corsican and Neapolitan troops, who had crossed the Straights in about 40 large boats, and gained the Sicilian shore before the dawn.—Upon the first alarm, Major-general Campbell had repaired to the menaced quarter, where he found the German riflemen engaged with the enemy; and the 21st regiment, and part of the 3d Germans, occupying the post of Mili, to prevent the advance of the French upon Messina, as well as the mountain passes above it. At day-break, he perceived the enemy already on the heights, and extending from thence to the beach; but shortly after they began to waver, and those nearest the boats to commence a precipitate embarkation, in consequence of a sudden and vigorous attack made upon their flank by the 2d battalion of Light Infantry, under Lieutenant-colonel Fischer. Major-general Campbell observing this movement of irresolution, pushed forward with the 21st regiment, and 3d Germans, along the beach, and thus succeeded in cutting off all the enemy's troops who had gained the heights, besides some whom the boats abandoned. We have

self, witnessed the disgraceful failure of the attempt. Finding the accomplishment of his wishes impracticable, he shortly afterwards left the army, and returned to Naples; having previously issued the following *General Orders*.

“SOLDIERS,

*Head-quarters at Scilla, Sept. 26, 1810.*

“The expedition to Sicily is postponed. The object which the Emperor had in view by causing that island to be threatened, has been accomplished; and the effect of the attitude, which has been maintained upon the Strait with so much dignity for four months, has even surpassed expectation. You are about to enter your winter quarters. And you, also, brave sailors, you are about to return to your families.—You have done more than your duty; you have supported, with a courage above all praise, more than fifty combats, against a force three times stronger than yours, and the success which you have constantly obtained, proves what you would have done against an equal one. Above all, you have solved one grand problem; you have proved that the enemy’s flotilla cannot prevent even the smallest boats from crossing the Strait, and that Sicily will be conquered when its conquest is seriously set about. Receive the testimony of my satisfaction. I also testify the same to the land forces, who have powerfully seconded you. The zeal which you have shewn, in answering the call which has been made to you, is a sure pledge for your King of that which you will always display when summoned for the benefit of his service, and the good of the country.

(Signed)

“JOACHIM NAPOLEON.

(Signed)

“COUNT GRENIER,

“General of Division, and Chief of the Staff of the Army.”

We shall close this article with the following copy of a letter from the Marquis of Circello, to the commander-in-chief of the British forces in Sicily:—

“GENERAL,

*Palermo, the 23d July, 1810.*

“His Majesty the King being desirous to recompence all the classes who shall distinguish themselves at this period, has been pleased to add to the two classes of the Order of Ferdinand and Merit, instituted in the year 1800, viz. those of the Great Cross and Commanders, a third class of smaller Crosses of the Order; and to institute equally Medals of Gold and Silver (for the non-commissioned officers), to which shall be annexed pensions, as your Excellency will perceive by the translation of the royal despatch which I have the honour of annexing.

“The object of his Majesty in giving me his orders to transmit to your Excellency, is to engage you to note all the individuals of the brave English

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taken about 900 prisoners, including a colonel, and two officers of the general staff, together with the colours of the Corsican Legion. Besides these, the enemy lost many in killed and wounded, particularly in the boats pulling off from the shore. Of the British only three private soldiers were wounded.

army which you command, who may distinguish themselves against the common enemy. His Majesty being desirous to rely upon the impartiality, the justice, and judgment of your Excellency, the first time that he grants this distinction to recompence true merit, and to avoid the disadvantage of diminishing the value of such an institution in indiscriminately bestowing it.

"I avail myself of the occasion to renew to your Excellency the homages of respect with which I have, &c.

(Signed)

"The Marquis of CIRCELLO."

*"To his Excellency General Stuart, Count of Maida,  
Commander-in-chief of the British Army in Sicily."*

A letter, similar in substance to the above, has, we understand, been transmitted to the British naval commander-in-chief, in the Mediterranean.

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## HYDROGRAPHY.

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(COPY.)

*His Majesty's Ship Antelope, Hosely Bay,*

SIR,

*15th April, 1803.*

**A** GREEABLY to your directions, I have sounded round the Whiting\* and Baudsey Sands, and found two fathoms on a small knolle, or a wreck, bearing from the chequered buoy, on the Baudsey W.N.W. distance  $\frac{1}{4}$  of a mile. Baudsey church N.N.W.  $\frac{1}{4}$  W. Felsto church W.N.W. and

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\* The importance of accurate pilotage in the vicinity of the Whiting-sand has been fatally demonstrated this winter, according to the following account, extracted from the Pilot evening newspaper:—

"We have received, from Yarmouth, the melancholy intelligence of the loss of two large Dantzic ships, upon the Whiting, laden with wheat; one, the Apries, Captain Brockman, of 300 tons; the other, a fine new ship, commanded by Captain Jansan, also laden with wheat. A galliot was likewise totally lost upon the Whiting, and all hands perished. The crew of the Apries, on her striking, jumped into the boat, while the captain and mate were in the cabin, examining the chart. The mate, upon the ship's striking, ran upon deck, and seeing the danger, jumped into the boat, which put off, and left the captain on board, who, seeing himself thus abandoned, and the ship going to pieces, got upon the mast, and remained in this perilous situation all night. In the morning a boat from the shore put off and saved him. We are sorry to say that one of his hands is so dreadfully bruised, that he will be obliged to have one finger amputated. The Anfang, Captain Claisilta, was also on the Whiting, but was got off, and put into Harwich, full of water. These ships formed part of the fleet which arrived off Yarmouth, last Tuesday week, during the gale of wind from the eastward. They made land in the afternoon; night was coming on, it was blowing a gale of wind dead upon the land, and only two pilots to be had, who had been at sea all night. Our correspondent observes



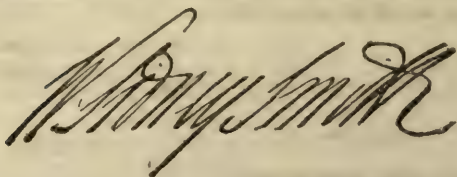
Orford light-house, N.E.  $\frac{1}{4}$  N. by compass; it being so small, and the tide so rapid, I was prevented from getting the second cast of the lead on it; it deepens immediately into five or six fathoms, very uneven ground. I beg leave to acquaint you that a small buoy is laid down near the same shoal; that the buoy on the Baudsey may be removed further to the westward, in order that ships of heavy draught of water may not approach too near it, bound to Hosely-bay, from the Medway.

I am, &c.

(Signed)

GEORGE LEWIS, Master.

Certified,



#### MEDITERRANEAN.

THE town of Tripoli (in Africa), stands on low land, and is known by the number of trees to the eastward of the town. This coast is very hard to be known, except you fall in directly with the town; if you fall in to the eastward of it, you will see no houses, only one *Maraba*,\* which stands just by the shore, about six leagues to the eastward of the town; but there is double land, which makes like a cape, or headland, and lies in the country. This double land, which makes like a cape, or headland, lies in the country, and bears S.S.W. three leagues from the land, then Tripoli will bear W.  $\frac{1}{2}$  N. six leagues. All the low land on this coast is white and sandy. There are likewise some hills that make of the same form, but much higher up in the country. When that land bears S. by W.

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that if the commander of the convoy had not thought proper to lay by the wind till morning, he might have put the two pilots on board the two largest ships of the convoy, with an officer and flags, to manœuvre the fleet till day-break; then, most likely, not one ship would have been lost; but the men of war, on approaching the land, sailed away precipitately, and left the ships of the convoy to provide for themselves. Captain Brockman, one of the headmost ships, got a fisherman (there being no pilot to be had, both being on board the sternmost ships), but the sea running high, he was obliged to follow the fishing-boat, which led him on the Whiting. The other ships, not knowing what to do, unacquainted with the coast, and having lost sight of the commodore) naturally followed the Apries, and, on seeing her strike, would have avoided her fate, had not the currents drawn them on the Whiting. In short, if it had continued to blow all night, and had there been no moon, it is more than probable, that two thirds of the fleet would have been lost. Nothing, indeed, could have saved them, from their ignorance of the coast, and the want of pilots.

\* Mohammedan hermitage.

the town is south of you, and the land, to the eastward of the town S. by E. The best anchoring in the road of Tripoli, is to bring the westernmost *Minnareh* (Mosque steeple) of the town, S. in 16 fathoms water; then the east part of the bay will bear E.S.E.  $\frac{1}{2}$  E. and the round castle on the east side of the bay, will bear in one with the second rock that will then bear S. E. by S. These rocks you must leave on your starboard side, going into the mole, or harbour, there being a long ridge of them above water, and a channel between them, for small vessels, and bears, one from the other, E. by N. and W. by S. The course in is W. by S. and the leading mark in is, when the smallest of the two middlemost steeples of the town, a sail's breadth open, to the westward of the other, will bear W. by S. Tripoli lies in lat. 33 deg. N.

In sailing from the westward for Tripoli, you must take care not to haul in too near that shore; for you have not above seven fathoms, 12 or 14 leagues from the shore.

FABER.

## NAVAL LITERATURE.

*The Life of Admiral Lord NELSON, K.B. from his Lordship's Manuscripts, by the Rev. JAMES STANIER CLARKE, F.R.S. Librarian to the Prince, and Chaplain of his Royal Highness's Household; and JOHN M'ARTHUR, Esq. L.L.D. late Secretary to Admiral Lord Viscount Hood. Two Volumes, imperial quarto. Dedicated, by permission, to his Royal Highness, The Prince. Cadell and Davies.*

[Continued from Vol. XXIII. page 323.]

THE next great military exploit in the life of Nelson, after the loss of his arm, at Teneriffe, was the *Battle of the Nile*, an event which laid the permanent foundation of his future eminence and renown. Great attention and labour have been wisely exerted, to throw every possible light, not only on the battle itself, but on those preceding circumstances by which this great admiral had so glorious an opportunity afforded him of displaying that zeal, perseverance, and decision which formed so conspicuous a part in his professional character. As we have already observed, in all the preceding lives that appeared of Lord Nelson, the accounts of this battle not only contained the most glaring errors; but, by giving the noble admiral credit for what belonged to another officer, his real conduct and design have hitherto been withheld from the public. A very essential service and more particularly in a naval point of view, has, therefore been rendered by the candour and accuracy with which the biographer has executed this part of his task.

We also now, for the first time, perceive that the appointment of Admiral Nelson to the command of the Nile squadron originated solely and entirely with his steadfast friend and patron Earl St. Vincent. Towards the close of 1797 (Vol. 2. page 48) we are informed that

Lord St. Vincent had written to Lord Spencer, desiring that the *Foudroyant* might be fitted for Sir Horatio's flag, as soon as she was launched. This ship, however, not getting so forward as had been expected, the *Vanguard*, on the 19th of December, 1797, was commissioned for Nelson, who, immediately, wrote to the commander-in-chief, to inform him of it. Sir Horatio took leave of the king, on the 14th of March, 1798, and on the 9th of April, sailed from St. Helen's. Of the degree of favour in which he at that time stood with the ministry, and of the little weight which his interest then possessed, we may judge, from the following extract of a letter, which Lord St. Vincent sent him:—(Page 51.)

"I am very sorry to learn," wrote the commander-in-chief in the Mediterranean, "you find any difficulty in obtaining justice to the merits of your brother: it appears, by this, and the little encouragement given on various other occasions, to those who have served their country well, that the whole patronage of the crown, vast as it is, goes to the support of the executive in parliament; and strikes me as the very worst species of corruption that can be exercised, because this devouring monster never ceases to crave; in course, no reform can be made in the public expenditure without rendering him quite savage and ungovernable; not to say a word of the injustice done thereby to all men of friendless merit, in the service of the state, civil and military."

On rejoining his respected commander-in-chief, Sir Horatio informed Lady Nelson, "That he found Lord St. Vincent every thing he wished him," Lord Spencer, in writing to Lord St. Vincent, (page 53) clearly shews that he had sent out Nelson again, not merely because he was a zealous, active, and approved officer, but because his being again under the same commander, *would be agreeable to Lord St. Vincent's wishes*. In writing home, May 1, Lord St. Vincent, of his own accord (and without any instigation whatever, having been employed by the board at home, to induce him to make such an appointment), first mentions his intention of sending Sir Horatio into the Mediterranean with the *Orion*, *Alexander*, and three or four frigates, under his command. (Page *ibid.*) And thus was the first step taken to those honours and professional fame, which the skill and judgment of Nelson, had hereby an opportunity of acquiring.

After this little squadron had thus been detached by the commander-in-chief, from off Cadiz, to watch the formidable armament then carrying on by the French, in the Mediterranean, for their grand projected expedition, Earl St. Vincent first received, May 19th, 1798, as we are informed (page 55) his most secret instructions from the Admiralty, dated May 2, according to which, he was to lose no time, after the expected junction of a reinforcement under Sir R. Curtis, to detach a squadron, consisting of 12 sail of the line, and a competent number of frigates, *under the command of some discreet flag officer, into the Mediterranean*. And, besides these instructions, a private and confidential letter was sent, by Lord Spencer (page 56). In which Sir Horatio Nelson was only thus mentioned:—"If you determine to send a detachment into the Mediterranean, I think it almost unnecessary to suggest to you the propriety of putting it under the com-



mand of Sir H. Nelson; whose acquaintance with that part of the world, as well as his activity and disposition, seem to qualify him, in a peculiar manner, for that service."

Nelson being prevented from returning to Lord St. Vincent, to receive his further instructions, and the intended reinforcement, as detailed, pages 57 and 60, and being joined by the fresh ships, under Captain Troubridge, which the commander-in-chief, in announcing to the Portuguese minister of the Marine, June 8, so justly styled, *the elite of the fleet under his command*, began that well-known pursuit of the enemy, which, in this life, receives additional interest, from the publication of various letters, which continually display the anxious feelings of his mind, and render us so intimately acquainted, not only with his professional character as an officer, but with his private character as a man. And the biographer, at the same time, keeps up the interest of his readers, by inserting such passages from the letters of our minister at Naples, Sir William Hamilton, as serve to shew the distracted state of that court, and the importance which it attached to the success of the British squadron. We have also a letter from Captain Ball, to Sir Horatio, respectfully remonstrating with him on that depression of spirits and blame which he had imagined was attached to his character, for not having found the French fleet. This letter (page 68) so highly honourable to the late Sir Alexander Ball, is introduced with much judgment; and the following observations are afterwards made by the biographer:—"Captain Ball did not duly appreciate the irritable and impatient disposition of his countrymen, when he said, *That the squadron's going to Alexandria would be considered as a wise measure.* By all unprejudiced minds it certainly was so considered; but, at the same time, until subsequent success had covered these services of Nelson with glory, a violent opposition prevailed against his appointment and proceedings, even in the higher departments of government. Respecting the first, Lord St. Vincent, it was pronounced, ought to suffer severely for sending so young an officer; and the conduct of Sir Horatio was thought to have merited impeachment. A memorable lesson to that violent and party spirit which too often rages amongst us, and calumniates the noblest exertions of unsuccessful patriotism and service." A note is subjoined to say, that a letter from one of the puisne lords of the Admiralty was read publicly on board the Prince George, Admiral Sir W. Parker, denouncing Lord St. Vincent, in no very gentle terms, for having sent so young a flag-officer. The commander-in-chief appears also to have alluded to this, in a letter which he sent to Sir Horatio, which is noticed at page 72, "After touching on the faction that was fraught with all manner of ill will against his appointment to the squadron, and which had proceeded so far as to write strong remonstrances against it; *Lord St. Vincent* declared

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\* We understand, that on being informed this letter had been preserved, Sir Alexander Ball wrote to Mr. Clarke respecting it, and in a manner which reflects the greatest credit on the late excellent governor of Malta. We should be much gratified by the communication of this letter.

his determination to support him, adding, "In the mean while, God bless and prosper you, and your gallant train, prays St. Vincent."

Had the squadron under Sir Horatio not been able to obtain water, or other necessities, at Syracuse, it now appears, that Mr. Tough, his Britannic Majesty's consul-general in Sicily, had, on the 22d of June, sent Admiral Nelson word, "That any kind of refreshments or provisions, which the fleet might stand in need of, he could readily procure at Palermo; and that he only waited for the honour of his commands." But little difficulty could, however, have occurred in this respect, since Lord Grenville had already, May 2, signified to our board of Admiralty, the king's pleasure, *That any ports in the Mediterranean should be considered as hostile, those of Sardinia alone excepted, of which the governors, or chief magistrate, should refuse to permit the commanders of any of his Majesty's ships, arriving therein, to procure supplies of provisions, or any articles which they might require.* (Vol. 2, page 55).

In one of those innumerable and interesting letters to Lady Nelson, and which, but for this work, would, probably, never have appeared in public, Sir Horatio, on the 20th of July, wrote as follows:—"I have not been able to find the French fleet, to my great mortification, or the event I can scarcely doubt. We have been off Malta, to Alexandria in Egypt, Syria, into Asia, and are returned here, without success; however, no person will say that it has been for want of activity. I yet live in hopes of meeting these fellows; but it would have been my delight to have tried Buonaparte on a wind, for he commands the fleet, as well as the army. Glory is my object, and that alone. God Almighty bless you." (Page 71).

By means of occasional short extracts, from the most important letters of the French, in Egypt, that were intercepted by the fleet under Admiral Nelson, the reader is made acquainted with the real sentiments of the enemy at that time. Admiral Brueys thus concluded his despatch to Bruix, the French minister of the marine, dated July 12th, from on board L'Orient, "I have heard nothing further of the English. They are gone, perhaps, to look for us on the coast of Syria; or rather, and this is my private opinion, they have not so many as 14 sail of the line, *et que ne se trouvant pas en nombre supérieur, ils n'auront pas jugé à-propos de se mesurer avec nous.* (Page 75). Such was the situation and state of mind of the French, on having eluded the vigilance of Sir Horatio Nelson, and made good their landing in Egypt. Buonaparte, on his landing had published a most extraordinary proclamation, in which, after no common blasphemy, he added, "Buonaparte, the general of the French republic, according to the principles of liberty, is now arrived; and the Almighty, the Lord of both worlds, has sealed the destruction of the Beys."

(To be continued.)

*The Young Naval Hero; or Hints to Parents and Guardians on the Subject of Educating and Preparing Young Gentlemen for his Majesty's Navy. Dedicated, by Permission, to the Right Hon. Thomas Grenville, First Lord of the Admiralty, &c. &c. &c.*

FROM the circumstance of this little tract being dedicated to Mr. Grenville, as first lord of the Admiralty, it will be evident to the reader that it is not a very recent publication. It, indeed, bears the imprint of 1807; but, by some means it has escaped our notice till the present time. It is the production of a post captain (Frederick Watkins), of fifteen years standing; consequently, from the experience of the writer, it may be presumed to be well entitled to attention.

Captain Watkins is of opinion, that, as a midshipman must serve six years, and cannot pass his examination till he is one and twenty, boys should not be sent into the navy till they are twelve or fourteen years of age; that, as it is now generally the practice to have school-masters on board, it is not necessary for them to learn navigation before they go to sea; that a line-of-battle ship is, in the first instance, to be preferred to one of a smaller class; but, that, at the expiration of about two years, a removal into a frigate, or even a smaller vessel, is, for many reasons, desirable. Anxious, however, not to check the circulation of this useful and well-designed little performance, instead of abstracting the entire substance of its contents, as might very easily be done, we shall content ourselves with the insertion of two or three excerpts, which will at once disclose some of the more prominent ideas of the writer, and prove of essential service to those for whom they are designed.

After recommending a due attention to grammar, writing, and arithmetic, Captain Watkins very properly observes, that

“The study of the French language must, by no means, be neglected; and the student should be accustomed to converse frequently with his tutor, so as to obtain the proper colloquial idiom. Should he discover a taste for drawing, the talent must be encouraged and cultivated, for abilities in that line, when properly and usefully directed, have often been the source of recommendation to a superior officer, and of consequent preferment in the service.”

The charge for equipping a young gentleman, at a naval sea-port, generally exceeds 100*l*. As a caution against extortion, Captain Watkins inserts the following

| <i>Inventory.</i>                               |  | <i>£</i> | <i>s.</i> | <i>d.</i> |
|-------------------------------------------------|--|----------|-----------|-----------|
| Uniforms complete .....                         |  | 5        | 5         | 0         |
| Sword, or dirk, with a belt .....               |  | 1        | 11        | 6         |
| Two blue round jackets .....                    |  | 2        | 10        | 0         |
| Two pair of ditto trowsers .....                |  | 1        | 10        | 0         |
| Three black stocks, or silk handkerchiefs ..... |  | 0        | 15        | 0         |
| Two round hats, or one leather cap .....        |  | 1        | 15        | 0         |
| Six dress shirts, with frills .....             |  | 4        | 10        | 0         |
| Twelve common white ditto .....                 |  | 6        | 0         | 0         |
| Six striped ditto .....                         |  | 1        | 10        | 0         |



|                                                      | £   | s. | d. |
|------------------------------------------------------|-----|----|----|
| Twelve pocket handkerchiefs .....                    | 1   | 4  | 0  |
| Three pair of trowsers (Russia sheeting) .....       | 0   | 18 | 0  |
| Six pair of fine thread stockings .....              | 1   | 10 | 0  |
| Eight pair of strong cotton, or worsted .....        | 1   | 12 | 0  |
| Three pair of shoes .....                            | 1   | 1  | 0  |
| Two common table-cloths .....                        | 1   | 4  | 0  |
| Six Towels .....                                     | 0   | 9  | 0  |
| Three pair of sheets and pillow-cases .....          | 2   | 5  | 0  |
| Mattress, blankets, &c. complete for a hammock ..... | 3   | 3  | 0  |
| Combs, brushes, and soap .....                       | 0   | 10 | 6  |
| Thread, shirt-buttons, &c. ....                      | 0   | 5  | 0  |
| Sea chest .....                                      | 1   | 1  | 0  |
| Total.....                                           | £40 | 15 | 0  |

Added to the above, a few books of navigation, and journals, which will be recommended to the young gentleman on joining his ship, will amount, altogether, to about forty guineas.

For the advice respecting the expenses of, and pecuniary allowances to young sailors, which will be found eminently serviceable to those concerned, we refer the reader to the tract itself. The following extract from Captain Watkins's address to his young friends, is the last that we shall make:—

“In the first place, let me warn you against the degrading habit of associating with low company. Nothing can tend more than this practice to lessen you in the opinion of respectable men, and to darken every prospect of advance in the service. In every walk of life, the old, but true maxim, that “too much familiarity begets contempt,” cannot be too deeply impressed upon the memory; but, in the naval service, it applies with additional force. The line of distinction must be carefully preserved, or subordination, which constitutes the life and spirit of the navy, will shortly be nothing but a name.

“This subordination is not, however, to be acquired and preserved by unjust severity and oppression; but mildness should be tempered with dignified firmness; and the exactions of tyranny should be unknown to a British officer. It is by this union that the love and respect of the whole ship's company is certain to be obtained; and it is this love and respect that stimulate them to volunteer upon the most hazardous service, and follow you into the thickest fire.

“Let me intreat you, therefore, to be strict and attentive to your duty; but, at the same time, mild and temperate in the execution of it. If you have any orders to communicate, let it be done in a clear and distinct manner, without swearing, or abusive language; and should a sailor neglect to perform your orders, you are on no account to strike him; which, I am sorry to say, has placed many a young gentleman in a very contemptible light; for it is beneath a man to wound the feelings of

another, by offering a blow to him who, he knows, dares not return it. In a case of neglect or disobedience an officer has always a better remedy; he is immediately to make the proper inquiries, and report the circumstance to the commanding officer, who will, of course, take the necessary steps to settle the affair in a proper manner."

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## NAVAL PREMIUMS

*Offered in 1810, by the SOCIETY instituted at London, A.D. 1754, for the Encouragement of Arts, Manufactures, and Commerce.*

Claims for which are to be addressed to Dr. Charles Taylor, Secretary.

57. **CULTURE OF HEMP.** The Society wishing to encourage the growth of hemp for the use of the navy in every part of the united Empire, offer to the person who shall sow with hemp, in drills at least eighteen inches asunder, the greatest quantity of land, in any part of the united Empire, not less than fifty acres statute measure, in the year 1810, and shall at the proper season cause to be plucked the summer hemp, (or male hemp bearing no seed) and continue the winter hemp (or female hemp bearing seed) on the ground until the seed is ripe; the gold medal.

58. To the person who shall sow with hemp, in drills at least eighteen inches asunder, the next greatest quantity of land, in any part of the united Empire, not less than twenty-five acres, statute measure, in the year 1810, and shall at the proper season cause the same to be plucked as above-mentioned; the silver medal.

61. **PREVENTING THE DRY-ROT IN TIMBER.** To the person who shall discover to the Society the cause of the dry-rot in timber, and disclose a certain method of prevention superior to any hitherto known; the gold medal, or thirty guineas.

62. **PRESERVING SALTED PROVISIONS FROM BECOMING RANCID OR RUSTY.** To the person who shall discover to the Society the best, cheapest, and most efficacious method of preserving salted provisions from becoming rancid or rusty; the gold medal, or thirty guineas.

68. **SUBSTITUTE FOR TAR.** To the person who shall invent and discover to the Society the best substitute for Stockholm tar, equal in all its properties to the best of that kind; and prepared from materials the produce of the united Kingdom and its Colonies; the gold medal, or one hundred guineas.

85. **PRESERVING IRON FROM RUST.** To the person who shall invent and discover to the Society, a cheap composition, superior to any now in use, which shall effectually preserve wrought iron from rust; the gold medal, or fifty guineas.

143. **MANUFACTURE OF SAIL CLOTH.** To the person who shall produce to the Society a whole piece of sail cloth, of his own manufacture, proper for the general use of the royal navy, and equal to the best Dutch; the gold medal.

147. **TRANSIT INSTRUMENT.** To the person who shall invent and produce to the Society a cheap and portable transit-instrument, which may easily be converted into a zenith-sector, capable of being accurately and expeditiously adjusted, for the purpose of finding the latitudes and longitudes of places, and superior to any portable transit-instrument now in use; the gold medal, or forty guineas.

148. **TAKING WHALES BY THE GUN-HARPOON.** To the person who, in 1810, shall strike the greatest number of whales, not fewer than three, with the gun-harpoon; ten guineas.

161. **RAISING THE BODIES OF PERSONS WHO HAVE SUNK UNDER WATER.** To the person who shall invent and produce to the Society a cheap and portable drag, or other machine, superior to those now in use, for the purpose of taking up, in the best and most expeditious manner, and with the least injury, the bodies of persons who have sunk under water; the gold medal, or thirty guineas.

163. **TAKING PORPOISES.** To the people in any boat or vessel, who, in the year 1810, shall take the greatest number of porpoises on the coast of Great Britain or Ireland, by gun, harpoon, or any other method, not fewer than thirty, for the purpose of extracting oil from them; the gold medal, or thirty pounds.

164. **OIL FROM PORPOISES.** To the person who shall manufacture the greatest quantity of oil from porpoises taken on the coast of Great Britain or Ireland, in the year 1809, not less than twenty tons; the gold medal, or thirty pounds.

165. **CURING HERRINGS.** To the person or persons who shall, before January, 1811, cure the greatest quantity of white herrings, not less than thirty barrels, equal in all respects to the best Dutch herrings, the same being caught in the British or Irish seas, and cured in a British or Irish vessel or port; the gold medal, or fifty guineas.

165. For the next greatest quantity, not less than fifteen barrels; the silver medal or twenty guineas.

166. **NUTMEGS.** For the greatest quantity of merchantable nutmegs, not less than ten pounds weight, being the growth of his Majesty's dominions in the West Indies, or any of the British settlements on the coast of Africa, or the several islands adjacent thereto, and equal to those imported from the islands of the East Indies; the gold medal or fifty guineas.

167. **KALI FOR BARILLA.** To the person who shall have cultivated, in the Bahama Islands, or any other part of his Majesty's dominions in the West Indies, or any of the British settlements on the coast of Africa, or the several islands adjacent thereto, in the year 1809, the greatest quantity of land, not less than two acres, with Spanish kali fit for the purpose of making barilla; the gold medal, or thirty guineas.

168. For the next greatest quantity, not less than one acre; the silver medal, or fifteen guineas.

169. **DESTROYING THE INSECT COMMONLY CALLED THE BORER.** To the person who shall discover to the Society an effectual method of destroying the insect commonly called the Borer, which has of late years been so



destructive to the sugar canes in the West India Islands, the British settlements on the coast of Africa, and the several islands adjacent thereto; the gold medal, or fifty guineas.

170. CULTIVATION OF HEMP IN UPPER CANADA. To the person who shall sow with hemp, the greatest quantity of land in the province of Upper Canada, not less than six arpents, (each four-fifths of a statute acre) in the year 1809, and shall at the proper season cause to be plucked the summer hemp, or male hemp bearing no seed, and continue the winter hemp, or female hemp bearing seed, on the ground, until the seed is ripe; the gold medal, or one hundred dollars.

171. To the person who shall sow with hemp the next greatest quantity of land in the same province of Upper Canada, not less than five arpents in the year 1809, in the manner above mentioned; the silver medal, or eighty dollars.

172. For the next greatest quantity of land, in the same province, and in a similar manner, not less than four arpents; sixty dollars.

173. For the next greatest quantity of land in the same province, and in a similar manner, not less than three arpents; forty dollars.

174. For the next greatest quantity of land, in the same province, and in the same manner, not less than one arpent; twenty dollars.

[Similar premiums in all respects are also offered to Lower Canada, and to the provinces of Nova Scotia, and New Brunswick.]

185. IMPORTATION OF HEMP FROM CANADA, NOVA SCOTIA, AND NEW BRUNSWIC. To the master of that vessel which shall bring to this country the greatest quantity of marketable hemp, not less than one hundred tons, in the year 1810, the produce of Upper Canada, or of one of the above-mentioned provinces; the gold medal.

186. To the master of that vessel which shall bring the next quantity, not less than fifty tons; the silver medal.

187. SUBSTITUTE FOR HEMP. To the person who, in the year 1810, shall discover and produce to the Society, a substitute for hemp, equally cheap, durable, and applicable to all the purposes for which hemp is now used; the gold medal, or fifty guineas.

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*Naval Premiums and Rewards bestowed in 1810, by the Society of Arts, Manufactures, and Commerce, Adelphi.*

To Mr. I. Allan, Blewit's buildings, Fetter-lane, for his improvements in a mathematical dividing engine; the gold medal.

To the Rev. J. Bremner, Walls, Orkney Islands, for a method of making any ship's boat a life-boat to preserve the lives of the crew in eminent danger; the silver medal and twenty guineas.

To Mr. S. Hemman, Chatham dock-yard, for an improved mooring block for ships; the silver medal.

To Mr. I. Taylor, Holwell, Tavistock, for a method of ventilating mines, or hospitals, by extracting the foul air; the silver medal.

To Mr. W. Moulton, No. 37, Bedford-square, for his method of using the filtering stone, for purifying water; the silver medal.

## NAVAL HISTORY OF THE PRESENT YEAR, 1810.

*(October—November.)*

## RETROSPECTIVE AND MISCELLANEOUS.

THE meeting of Parliament took place on the 1st of November, under extraordinary, though not unprecedented circumstances. A Proclamation had appeared in the Gazette of October 20, for the farther prorogation of Parliament, till the 29th of November; but, in consequence of the King's illness, brought on by his paternal anxiety respecting that of the Princess Amelia, the royal signature to that Proclamation could not be obtained, to prevent the unintended meeting on the 1st. At the suggestion of ministers, an adjournment for a fortnight was unanimously agreed to, by both Houses; and, at the expiration of that period, another adjournment took place, for a similar term; though not without a division, demanded by Sir F. Burdett, in the House of Commons. The *Ayes* were 313, the *Noes* 53. An examination of his Majesty's physicians, before the Privy Council, took place on the 28th of November, and Parliament again met on the 29th, but we could not detain the press to state the result.

Various new commercial decrees of Buonaparte are in full activity on the Continent; the most important of which enacts—that all the English merchandise in France, and in the countries under the control of France, is to be seized and publicly burnt; all persons having any such merchandise in their possession, are to deliver in an account thereof, under pain of imprisonment for from three to seven years; those who give in false accounts, to be imprisoned for from three to ten years, and to be burnt in the hand.

A very brilliant exploit was performed by the English gun-boats, in the Tagus, on the 13th of October. Lieutenant Berkeley, nephew of Admiral Berkeley, made a successful descent on the town of Villa Franca. After driving the French into the town by his boats, he landed a body of seamen, and, placing himself at their head, pursued the enemy, whose commander (General Lucroix) was cut down by the seamen. The French fled with the utmost precipitation; after which, Lieutenant Berkeley's little band of heroes, dug a grave and buried the French general with military honours; the lines of Lord Wellington and of Massena being distant spectators of the gallant achievement!—Our loss consisted of eight seamen killed and wounded.

A malignant fever, which prevailed some time ago at Cadiz, has nearly subsided. At Carthage, it continues its ravages to a dreadful extent; in consequence of which, the Governor of Gibraltar has strictly prohibited all intercourse with Spain. From various reports which have reached us, however, we are not without fears, that the fever has made its appearance in the garrison.

On the 14th of October, Captain Mends effected a partial landing of troops, &c. at Gijon, when the enemy was driven out of the town, all the stores destroyed, and the cannon thrown into the sea. On the return of

the squadron to Vivero, a dreadful calamity occurred, the particulars of which are given in the following letter, from Captain Mends:—

“ *His Britannic Majesty's Ship, Arethusa,  
Vivero, Nov. 8, 1810.*

“ Illustrious gentlemen—In my letter to you, of the 30th ult. I informed you of the return of the expedition in safety to this port, with the causes thereof. We had cherished the hope that the gales, to which we had been exposed, were over, and all the dangers arising from that quarter ended, but Divine Providence decreed otherwise.

“ On the 2d instant, in the evening, the wind began to blow fresh, with heavy squalls, and sea from the N. N. E. right in the harbour, which continued to increase in a very alarming degree. About twelve o'clock at night the weather became very tempestuous, at which time the Magdalena, Spanish frigate, parted her cable, and driving on board the Narcissus English frigate, completely dismasted her. The fall of the masts killed the surgeon and two marines, and wounded several others. As the Magdalena's masts were standing, she was driven by the wind clear of the Narcissus (now a perfect hulk), or both ships must have sunk together, not having any other anchors to let go. No possible means remaining of my sending her relief, owing to the darkness and terrible weather which prevailed, she was, unavoidably, thrown upon the sand at the head of the harbour and dashed to pieces. The morning shewed us only the scattered remains of what she had been, in dreadful extent along the beach. Out of nearly five hundred people two only have been preserved. Commodore Larouz, Captain Salseda, her commander, and Colonel Hulfo, commandant of artillery, are amongst those who have perished. The Polemo, Spanish brig of war, has also suffered the same calamity, and, at the same time, only her commander and nine men surviving the destruction of their vessel; out of nearly 200 which were on board.

“ Spain has deep cause for lamentation, in the loss of so many of her valuable subjects, whilst humanity mourns beneath the awful example of the insecurity of man's best hopes and prospects. Although it was not the better fortune of these brave men to fall in the more glorious hour of battle, their lives have been devoted to the cause of their country; and a country whose fame is so high for possessing generous ideas and manly sentiments, will not allow those widows and orphans of her warriors who lost their lives in upholding her independence and rank, amongst the nations of Europe, to sink unprotected. The present occasion, gentlemen, calls for your immediate attention. Permit me to entreat that the condition of the many families who are thus involved in misery and want, be most particularly recommended to the maternal care of the Spanish government.

I have the honour to be,

Illustrious Gentlemen,

Your most obliged humble Servant,

“ *To his Excellency the Captain-General, and  
the Superior Junta of Galicia, &c.*”

ROB. MENDS.



The negotiations for an exchange of prisoners, between this country and France, has finally terminated. The details relating to this transaction, so truly disgraceful to the French government, will be found in a subsequent part of the volume.

Gustavus Adolphus, the exiled King of Sweden, having been so fortunate as to escape from the Continent, landed at Yarmouth, on the 12th of November, and has since resided, in a very private manner, in the metropolis. Apartments have been allotted him at Hampton Court.

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### Letters on Service,

*Copied verbatim from the LONDON GAZETTE.*

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ADMIRALTY-OFFICE, SEPTEMBER 25, 1810.

*Copies of two Letters from Captain Sir George Ralph Collier, of his Majesty's Ship the Surveillante, which have been transmitted by Admiral Lord Gambier to John Wilson Croker, Esq.*

*His Majesty's Ship Surveillante, Quiberon Bay,  
September 5th, 1810.*

SIR,

STANDING out from this bay this morning, for the purpose of reconnoitring the Loire, I observed a division of an enemy's convoy take advantage and run from the Morbilian to the southward, which I instantly chased; a part were driven back, and a brig sought protection immediately under the rocks, and between the batteries of St. Guildas and St. Jacques.

Notwithstanding the protection so afforded, in addition to the fire from soldiers placed within the caverns, and supported by field pieces, the persevering gallantry of Lieutenants the Honourable James Arbuthnot, and Mr. John Illingworth, master's mate in the gig, (supported by the other boats and officers as per margin\*) succeeded in carrying her, when her cables and hawsers were cut by the crew of the gig, and she was brought out, I am most happy to say, without any loss. But, Sir, to this fortunate circumstance I feel considerably indebted to the zeal and determination of Lieutenant Stokes, of the Constant, who, with admirable skill and judgment, pushed his brig in, between the rocks and shoals of St. Guildas, and by a well-directed fire kept the enemy close within their holes and caves among the rocks. She was on this service necessarily exposed to showers of grape, but a few through her sails and bulwark comprises the extent of the injury received.

From the constant fire of grape and musketry kept up by the boats covering the gig, some loss was sustained by the enemy.

I have the honour to be, &c.

GEORGE R. COLLIER.

*Vice-admiral Sotheby, &c.*

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\* S. Bell, boatswain's mate; Mr. Kingdom, midshipman; Mr. Marsh, ditto; Mr. Stanhope, ditto; Mr. Crowder, ditto; Mr. Watt, ditto; and Mr. Ashlow, ditto.

*His Majesty's Ship Surveillante, Quiberon Bay,*  
7th September, 1810.

SIR,

Returning to this anchorage late last night, I considered the time as most favourable for the destruction of a new battery and guard-house, having a small watch tower attached to it, and protecting the north side and entrance into Crack River, and on which the enemy have been employed nearly since my first arrival on this station.

On leaving this bay the day before, I had reconnoitred and observed the work and guard-house were completed, and one twenty-four-pounder mounted; there were some coasters in the river, so that I deemed the attempt justifiable.

Two boats were therefore despatched, under the command of Mr. John Illingworth, and from the judicious arrangement made by that officer, (although the dawn of day had unfortunately commenced) the enemy's guard were first decoyed from their battery, and then driven from the beach, when himself and companions immediately pushed for, and made themselves masters of, the battery and guard-house; having spiked the gun, a quantity of gunpowder, taken for the purpose, was so excellently well disposed of, that in a few moments the whole was level with the ground and in flames.

The return was effected in the same cool and deliberate manner, and although opposed by nearly double their force, and exposed to a fire from the opposite side, I am happy to say that not a man of our party was hurt.

Thus, Sir, in less than five minutes the labour of some months was rendered useless, and I only regret the previous departure of the vessels prevented the boat's crew reaping the expected advantage.

It, however, enables me to repeat Mr. Illingworth's report of the good conduct of Mr. John Kingdom, and Mr. Hector Rose, midshipmen, to whose names I add those of Corporal Johnson, of the marines, and Peter War, gunner's mate.

I have the honour to be, &c.

GEORGE R. COLLIER, Captain.

*Sir Harry Neale, Bart. Rear-admiral  
of the Blue, &c.*

*Extract of a Letter from Captain Wolfe, of his Majesty's Ship the Aigle, to  
John Wilson Croker, Esq. dated at Plymouth the 22d instant.*

On the 12th, in lat.  $45^{\circ} 29' N.$  long.  $28^{\circ} 40' W.$  at eleven o'clock saw a ship standing towards us, and when about nine miles off, wore and made sail from us; after a chase of thirteen hours we captured le *Phoenix* ship privateer, of Bourdeaux, last from Passage, pierced for twenty guns, carrying eighteen English eighteen-pounder carronades, and a complement of one hundred and twenty-nine men, burthen about two hundred and twenty tons (French measurement): commanded by Monsieur Jacques Perrond; out fifty days.

The capture of this privateer is of great importance to the British trade; she has the best crew I ever saw, composed of strong, healthy, active, stout young seamen, and her commander a very clever experienced officer, a lieutenant de vaisseau, brought up in the French navy prior to the Revolution, and received the order of the Legion of Honour from Buonaparte, for the havoc he made in the East Indies, being captain of the *Bellona* privateer upwards of nine years, and came to Europe captain of the *Cannoniere*; he tried us on every point of sailing, but thanks to a gale of wind we caught her, having run one hundred and thirty-four miles in thirteen hours. She is a very superior sailer, and has headed the *Aigle* ever since her capture; was chased by four different vessels, but left them with the greatest ease;

she is nearly new, strong built, and copper fastened. Captured on the 14th August the English brig *Unity*, from Newfoundland, bound to Lisbon, loaded with fish; and on the 24th the American bark *Agenorina*, from New Orleans, bound to Liverpool, loaded with cotton, &c.

SEPTEMBER 28.

*Copy of a Letter from Admiral Sir Charles Cotton, Bart. Commander-in-chief of his Majesty's Ships and Vessels in the Mediterranean, to John Wilson Croker, Esq. dated on board his Majesty's Ship San Josef, off Toulon, 24th July, 1810.*

SIR,

A continuance of strong gales from the north-west since the 15th instant, obliged me to take shelter under the Levant Island with the fleet, from which, however, we were driven as far to the eastward as Villa Franca. I have been at length enabled to gain the rendezvous off Cape Sicie; and having had communication with Captain Blackwood, the senior officer in shore, have received from him an account of his proceedings with the detached squadron under his orders, upon a division of the enemy's fleet, consisting of six sail of the line (one a three-decker, with the commander-in-chief's flag), and four frigates, coming out of Toulon on the 20th inst. for the purpose of enabling a frigate and convoy to get from Baudol, and no less, to endeavour to cut off the *Euryalus* and *Sheerwater*; and, in justice to the captains of his Majesty's ships named in the margin,\* I cannot desist from transmitting to the Lords Commissioners of the Admiralty the enclosed copy of Captain Blackwood's letter on the subject, and I doubt not their Lordships will view with no small degree of satisfaction the gallantry and steadiness of these ships, and, under the existing circumstances, the determined measure that officer adopted by bringing to in order of battle, with his Majesty's squadron, against so superior a force, and engaging the headmost ships of the enemy's line, which had the effect of completely frustrating their intentions, as regarded the *Euryalus* and *Sheerwater*, though the latter was under their guns, and received three broadsides from one of the line-of-battle ships, besides a frigate, but without being struck by either.

The enemy's ships remain in the same state as usual in the outer road of Toulon; five or six sail daily stand out off the harbour's mouth to exercise.

I have the honour to be, &c.

C. COTTON.

*His Majesty's Ship Warspite, off Toulon,  
20th of July, 1810.*

SIR,

In a former letter I did myself the honour to acquaint you of the enemy having twice come out in great force, and failing in an attempt to detach a store-ship to the eastward, and liberate a frigate in Baudol, where we had forced her to take refuge. This morning they again came out with six sail of the line, one of them of three decks, bearing the commander-in-chief's flag, and four frigates; and as the weather was light and variable, I found it impossible to prevent the junction of the frigate in Baudol; I therefore endeavoured to collect the squadron, and place ourselves without the enemy in as good a posture of defence as I could, but owing to the situation of the *Euryalus* and *Sheerwater*, who were obliged to cross their headmost ships, and the wind rather failing them, whilst the enemy preserved it so entirely as to render the capture of the *Sheerwater* certain, if not that of the *Euryalus*.

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\* Warspite, Ajax, Conqueror, *Euryalus*, and *Sheerwater*.



It became a matter imperatively necessary that I should risk an action, though at the door of the enemy, and with a force so superior; a step which without such an object, I should not have considered myself authorized in taking, particularly as you had been unavoidably blown off and out of sight by the late heavy gales.

I therefore brought to, with the Conqueror and Ajax astern of me, in such a position as evinced my determination to protect the frigate and brig; and I am happy to inform you, that the result has proved as creditable to the British flag as I could have wished or expected; for although the enemy appeared equally as decided to endeavour to cut them off as we were to defend them, the moment they came within reach of our fire they hauled up in succession their headmost ships, giving us their broadsides, and then tacked, in which we followed their example, by also tacking; a movement for which I am entirely indebted to Captain Otway's promptness and good judgment, who being the sternmost ship in our line, and perceiving the enemy began to retreat, became the more anxious to endeavour to disable them, when after a few more shots passing, and we had some time previous to this movement secured the retreat of the Euryalus and Sheerwater, and the wind rather failing us, we wore and stood a little away to the southward, which the enemy most politely permitted us to do unhurt and unmolested, at a time too when they had it fully in their power to bring us to a decisive action, under circumstances as highly advantageous to them as they were the reverse to us; their conduct, therefore, puts in a flattering and clear point of view the respect in which they hold the British navy; and from the determined conduct of the squadron you did me the honour to place under my command, I am fully persuaded, had the ambition of the enemy permitted him to make a bolder attack, the result would have been still more honourable to his Majesty's arms.

And I trust it cannot escape your notice that, although the disparity of force was conspicuously encouraging to the enemy, yet from the moment that the situation of the Euryalus and Sheerwater became doubtful, and for a long time after, we never declined an action, but on the contrary lay to receive them for more than an hour and an half. I have now, Sir, to perform a task most grateful to my feelings, which is that of reporting to you, that in proportion as difficulties and dangers presented themselves, the patient, active, and undaunted conduct of the squadron was such as to merit my warmest approbation, and I feel most particularly sensible of the exertions of Captains Otway and Fellowes, in preserving such compact order, which evidently deterred the enemy from making a further attack.

The Honourable Captain Dundas, of the Euryalus, and Captain Sibley, in the Sheerwater, situated as they were, did every thing I could either wish or expect; the latter I despatched by signal to apprize you of our situation.

To the officers and crew of this ship I shall ever feel much indebted for their steady and active conduct, but particularly to Lieutenant Calloway, from whose judgment, zeal, and activity, as well as that of Mr. Bowen, the master, I derived a most essential aid.

Captains Otway and Fellowes have also reported to me, that the same coolness and activity manifested itself in all ranks in their respective ships; and that they feel equally sensible of the assistance they received from their first lieutenants, Messrs. Lowry and Fitzmaurice.

I have the honour to be, &c.

H. BLACKWOOD, Captain.

To Admiral Sir Charles Cotton, Commander-in-chief, &c.

SEPTEMBER 29.

*Copy of a Letter from Captain Malcolm, of his Majesty's Ship the Rhin, addressed to the Hon. Rear-admiral Stopford, and transmitted by Admiral Lord Gambier to John Wilson Croker, Esq.*

SIR,

I have the honour to inform you, that at four P.M. after a chase of two hours and an half, I captured off the Lizard, the French schooner privateer San Josef, of St. Malo, of about one hundred tons, pierced for sixteen guns, but only mounting fourteen, and sixty eight men, commanded by Joseph Wittevronghel, a Dane; she sailed last evening at six o'clock, and had taken nothing; she is only one year old, copper-bottomed and fastened, a most beautiful vessel, and sails remarkably well. His Majesty's sloops Little Belt and Wolverine were in company, the latter, I find, had been in chase of her from eleven A.M.

I have the honour to be, &amp;c.

C. MALCOLM.

OCTOBER 2.

*Copy of a Letter from Captain Dashwood, of his Majesty's Ship the Pyramus, addressed to Vice-admiral Sir James Saumarez, and of which a Copy has been transmitted to John Wilson Croker, Esq.*

SIR,

I beg to acquaint you, that the Danish three-masted schooner privateer Norsk Mod, of six guns, four swivels, twenty-eight men, and of one hundred tons burthen, commanded by Mathias Bergh, was captured at two o'clock this morning by the Pyramus.

This privateer had left Arundle only six hours, and sailed for the express purpose of annoying the very large convoy that sailed yesterday from Gottenburgh for England.

I have the honour to be, &amp;c.

C. DASHWOOD, Captain.

OCTOBER 6.

*Copy of a Letter from Captain Selby, of his Majesty's Ship the Owen Glendower, to John Wilson Croker, Esq. dated off the Lizard, the 1st Inst.*

SIR,

I have to acquaint you, for the information of my Lords Commissioners of the Admiralty, that this morning, being in a thick fog, at nine o'clock, I heard a firing, and soon after was boarded by the master and crew of one of the ships in my convoy, who informed me he had been captured by a French cutter privateer, and it soon after clearing up a little, we had the good fortune to discover him at no great distance, and after receiving a great number of shot, and having his sails and yards shot away, and several men wounded, struck to his Majesty's ship, and proved to be the Indomptable privateer,\* belonging to Roscoff, out one day, and had made only one capture out of my convoy, which we had also the good fortune to recapture. I feel particular satisfaction in having to announce to their Lordships the above capture, as there can be no doubt she would have done much mischief to our trade in the situation where we found her. She mounts eighteen guns, and had on board a crew consisting of one hundred and twenty men.

I have, &amp;c.

W. SELBY.

\* The Indomptable was formerly the Swan cutter, of Cowes, and it was this vessel that attacked the Queen Charlotte hired cutter off Alderney, a few days since.

OCTOBER 9.

*Copies of three Letters from Lieutenant Nugent, commanding his Majesty's Gun-vessel Strenuous, addressed to Rear-admiral Otway, Commander-in-chief at Leith, and transmitted by the latter to John Wilson Croker, Esq.*

*His Majesty's Gun-brig Strenuous, off the Naze,*

SIR, *September 10, 1810.*

I have the honour to acquaint you, his Majesty's gun-brig under my command has this day chased on shore, and destroyed, the Danish privateer cutter Aalbergh, pierced for eight guns, and carrying thirty men.

I have the honour to be, &c.

JOHN NUGENT.

*His Majesty's Gun-brig Strenuous, off the Naze,*

SIR, *September 13, 1810.*

I beg leave to inform you, his Majesty's gun-brig under my command has this day captured the Danish cutter privateer Popham, armed with three guns and carrying ten men, out only a few hours from Klieven.

I have the honour to be, &c.

JOHN NUGENT.

*His Majesty's Gun-brig Strenuous, off Egeroe,*

SIR, *September 26, 1810.*

I have the honour to state for your information, I have succeeded in his Majesty's gun-brig under my command in capturing the Danish brig Troforte, laden with rye and barley, from Syet in Jutland, bound to Bergen.

I have the honour to be, &c.

JOHN NUGENT.

OCTOBER 13.

*Copy of a Letter from the Right Hon. Lord Gambier, Admiral of the White, &c. to John Wilson Croker, Esq. dated in London, the 10th inst.*

SIR,

I request you will communicate to the Lords Commissioners of the Admiralty the accompanying letter, dated the 28th of September, which I have this day received from Rear-admiral Sir Harry Neale, Bart. giving an account of a very well-conducted, gallant, and successful attack made by a party of seamen under the orders of Lieutenant Hamilton, first of the Caledonia, and of marines under the orders of Captain Sherman, of that ship, in the boats of the squadron in Basque Roads, named in the margin,\* upon three laden brigs of the enemy, under the batteries of Point du Ché, near Rochelle, two of which they captured, and burnt the third; and I beg leave to call their Lordships' notice to the observations which Sir Harry Neale has made respecting the loss sustained by Lieutenant Little, of the royal marines.

I have the honour to be, &c.

GAMBIER.

MY LORD,

*Caledonia, in Basque Roads, September 28, 1810.*

Since my letter of the 12th instant, detailing the capture and destruction of three of the enemy's brigs on the east coast of this road, the small vessels with the boats of the Caledonia and Valiant have been successfully employed in stopping the coasting trade between Rochelle and the Isle of Aix, but more particularly in blockading three of the enemy's brigs that

\* Caledonia, Valiant, and Armide.



had sought protection under the battery upon Point du Ché, and forming part of a convoy to which the former vessels belonged, the whole of them laden with timber and provisions on account of government. I have now the honour to inform your Lordship, that the tide being sufficiently high, and the nights dark, I judged it practicable to effect either the capture or destruction of these vessels, but as the enemy had strengthened his position with four field-pieces, and their artillerymen posted upon the beach, and on a low point situated under the battery, with a strong detachment of foot and horse in the adjoining village of Angolin, it was obvious we could only succeed with the means we possessed in effecting this object, but by a coup de main, and with a force adequate to the resistance that was likely to be immediately opposed to us. In consequence of this persuasion I directed one hundred and thirty marines from the *Caledonia* and *Valiant* to be embarked in the boats of their respective ships, under the direction of Captain Sherman, of the royal marines of this ship, for the purpose of landing under Point du Ché, to carry the battery and field-pieces by assault, and to spike the guns, allotting to the other boats of the squadron the capture or destruction of the brigs. I have the satisfaction to acquaint your Lordships, that this force proceeded last night, agreeably to the arrangement I had previously made, under the command of Lieutenant Hamilton of this ship, with the other lieutenants of the squadron, who also volunteered their services in the command of the different boats upon this occasion, the whole acting with that degree of zeal, regularity, and attention I had every reason to expect, and which so much contributes to the success of an undertaking.

The marines were landed at the place appointed about half-past two o'clock in the morning, but notwithstanding the near approach of the boats before they were discovered, the alarm was given from the brigs, and an ineffectual fire was immediately opened upon them from the enemy's guns. Lieutenant Little, of the royal marine artillery, immediately on landing pushed forward with the bayonet to the assault, supported by Captain M'Lauchlin's division, with Lieutenant Colter, both of the royal marines of the *Valiant*, and Lieutenant Gouche of this ship, with a separate detachment, and succeeded in carrying the battery and spiking all the guns. Lieutenant Little, in a personal contention with one of the enemy, when in the act of wresting his musket from him, received the contents in his hand, which was so much shattered in consequence as to render amputation necessary. Captain Sherman at the same time took post with his division upon the main road by the sea side, with his front to the village, and an eighteen-pound carronade on his right in one of the launches. In a few minutes a considerable body of men advanced from the village, and were instantly checked in their approach by a warm fire from the marines and the boat; at this period the enemy had succeeded, under cover of the night, in bringing a field-piece to flank the line, which the picquet immediately charged with the bayonet and took from him, putting the men to flight. The object of this service being now executed by the capture of two of the brigs, and the destruction of the other by fire, the marines were immediately re-embarked in the most perfect order, without the loss of a single man, and only one other person, a private belonging to the *Valiant*, wounded.

The enemy had fourteen men killed in defence of the battery upon Point du Ché, what loss he sustained by the fire from Captain Sherman's division, and from the launch, it is impossible to say, but he must have suffered considerably, as his line was much exposed, and completely kept in check.

I have felt it to be my duty to be thus particular in the detail of circumstances upon this occasion, for although the service performed is in itself of

little importance, yet it required the promptitude and exertions of the officers and men employed upon it that frequently is not so necessary in undertakings of greater magnitude; and I am solicitous to do justice to the merits of all the officers and men employed upon this service. I must beg in particular to call your attention to the conduct of Lieutenant Little, who was most materially engaged upon this occasion, and whose loss of his right hand will be severely felt, in the hope that the Lords Commissioners of the Admiralty will take into consideration the injury he has sustained.

I have the honour to be, &c.

H. NEALE.

*The Right Honourable Lord Gambier, &c.*

OCTOBER 16.

Rear-admiral Otway, commander-in-chief at Leith, has transmitted to John Wilson Croker, Esq. a letter from Captain Stoddart, commanding his Majesty's ship *Pallas*, giving an account of the capture of two small Danish cutter privateers, one of six guns and the other of five, by the boats of the above ship, on the coast of Norway, on the 6th instant.

OCTOBER 20.

*Copy of a Letter from Lieutenant George Bentham, of his Majesty's Ship Roebuck, acting in the Command of the Briseis Sloop, addressed to Rear-admiral Lord Gardner, Commander-in-chief at Yarmouth, and transmitted by his Lordship to J. W. Croker, Esq.*

*His Majesty's Sloop Briseis, Yarmouth Roads,  
October 16, 1810.*

MY LORD,

I have the satisfaction to state to you, that his Majesty's sloop you did me the honour to place under my command, fell in with an enemy's schooner at noon on the 14th instant, eighty miles W. by S. of Horn Reef; and, after an anxious chase of eight hours, we succeeded in bringing her to action, which she maintained with determined desperation for an hour, most part of the time the vessels touching; indeed the severe loss on both sides speaks for itself, the enemy before he surrendered having eight men killed and nineteen wounded; and, I lament to say, four men have been killed, and eleven badly wounded, on board the *Briseis*.

It is the pleasantest part of my duty to state to your Lordship, that the whole of the officers and sloop's company behaved in such a manner as to merit my warmest approbation.

The prize, which has arrived in these Roads with me, proves to be the French privateer schooner *Sans Souci*, of ten twelve-pounders and four two-pounders, commanded by Jules Jacobs, with a complement of fifty-five men; she sailed from Amsterdam two days previous to my falling in with her, in company with another vessel of the same class, for the purpose of cruising on the Dogger Bank against our trade.

Enclosed herewith, for your Lordship's information, is a list of the killed and wounded.

I have the honour to be, &c.

G. BENTHAM, Acting Commander.

*Right Hon. Lord Gardner, Rear-admiral  
of the White, &c.*

*A List of Men killed and wounded on board his Majesty's Sloop Briseis, in Action with the Sans Souci French Privateer, 14th October, 1810.*

*Killed.*—Alexander Gunn, master's mate; James Davidson, clerk; John Lake, able seaman; Robert Byers, captain of the top.

*Wounded.*—Thomas Cox, quarter-master's mate, severely; Isaac Flood, yeoman of the powder room, ditto; John Malins, ordinary seaman, ditto; Edward Wilson, quarter gunner, ditto; William Burgess, carpenter, slightly; James Glass, armourer, ditto; Thomas Dilling, ordinary seaman, ditto; Pedro Antonio, ordinary seaman, ditto; Job Steward, serjeant of marines, severely; John Jarret, private marine, ditto; William Presonall, private marine, slightly.

G. BENTHAM, Acting Commander.

*Copy of a Letter from Captain Malcolm, of his Majesty's Ship Rhin, addressed to Admiral Lord Gambier, and transmitted by his Lordship to John Wilson Croker, Esq.*

MY LORD, *His Majesty's Ship Rhin, at Sea, October 9, 1810.*

I have the honour to inform your Lordship, that I this morning, in lat. 49° 10' N. long. 8° 3' W. captured the French brig privateer la Comtesse de Montalivet, of St. Maloe's, after a chase of two hours and a half, when she carried away her main-top-mast; pierced for sixteen guns, but only mounting fourteen, and fifty-seven men, only forty on board, seventeen being in two prizes, one a Portuguese ship, and the other an American brig. She is quite new, this being her first cruise, and copper bottomed.

I have the honour to be, &c.

CHARLES MALCOLM.

*To the Right Hon. Lord Gambier, Admiral of the Blue, &c.*

*Copy of a Letter from the Honourable Captain Crofton, of his Majesty's Sloop the Fawn, addressed to Admiral Sir Roger Curtis, and transmitted by him to John Wilson Croker, Esq.*

SIR, *His Majesty's Sloop Fawn, at Sea, October 11, 1810.*

I feel great satisfaction in acquainting you of the capture of la Temeraire French schooner privateer, of Brest, pierced for ten guns and six large swivels, with thirty five men, by his Majesty's sloop under my command, after an anxious chase of six hours, during which she hove her guns over-board. She is a new vessel, out three days, and has made no capture, but was boarding a Pappenberg brig from Dover when we saw her.

I have, &c.

G. A. CROFTON.

*Adm. Sir Roger Curtis, Bart. &c. Portsmouth.*

*Copy of a Letter from the Honourable Captain Paget, of his Majesty's Ship Revenge, addressed to Captain Malcolm, of the Donegal, and transmitted to John Wilson Croker, Esq. by Admiral Sir Roger Curtis.*

SIR, *Revenge, off Cherbourg, October 17, 1810.*

I have great satisfaction in acquainting you, that the lugger which crossed us to windward before day-light this morning, and which we ran alongside of after a chase of three hours, proves to be le Vengeur, of sixteen guns, and seventy-eight men, from Dieppe yesterday, and had not made any capture.

I have the honour to be, &c.

CHARLES PAGET.

*Captain Pultney Malcolm, Donegal.*



OCTOBER 23.

*Copy of a Letter from Captain Loring, of his Majesty's Ship Niobe, addressed to Admiral Sir Roger Curtis, and transmitted by the latter to John Wilson Croker, Esq.*

*His Majesty's Ship Niobe, off the Calrades,  
October 20, 1810.*

SIR,

I have the honour to inform you of the capture of the French lugger privateer l'Hirondelle, by his Majesty's ship under my command, this evening, off Cape Barfleur; she was commanded by Aimable Le Roy, mounts four guns, has a crew of thirty men, sailed from la Hogue this morning, and has taken nothing.

I have the honour to be, &c.

J. W. LORING.

*Extract of a Letter from Captain Upton, of his Majesty's Ship Sybille, addressed to Vice-admiral Thornborough, Commander-in-chief on the Coast of Ireland, and transmitted by him to John Wilson Croker, Esq. dated at Sea, the 8th Instant.*

I have to acquaint you, that the Sybille has captured the French brig privateer Edouard, of fourteen guns, ninety men, and two hundred and ten tons, commanded by Monsieur Guillaume Moreau, out eight days from Abreverake.

Vice-admiral Campbell has transmitted to John Wilson Croker, Esq. a letter he had received from Captain Oliver, of his Majesty's sloop the Apelles, giving an account of the capture of the Somnambule French privateer, of eighteen guns and fifty-six men, which, from the damage she had received, he was afterwards compelled to scuttle.

Vice-admiral Sir James Saumarez, Bart. and K.B. has transmitted to John Wilson Croker, Esq. letters which he had received from the following officers; viz.

Captain Cumberland, of his Majesty's ship Saturn, reporting the capture of a Danish cutter privateer, of one gun and four swivels, by the boats of the above ship, under the direction of Lieutenant Drewitt, off Ebeltoft, in Jutland, in the presence of six other vessels of the same description.

Captain Ryves, of the Africa, stating the destruction of a Danish privateer on Falstubo reef, by a boat under the command of Lieutenant Finnisnere.

And Captain Mainwaring, of the Tartarus sloop, giving an account of his having sunk two French privateers off Pillau.

## LONDON GAZETTE EXTRAORDINARY.

ADMIRALTY-OFFICE, OCT. 25.

*Despatches, of which the following are Copies, have been received at this Office, from Vice-admiral Bertie, Commander-in-chief of his Majesty's Ships and Vessels at the Cape of Good Hope, addressed to John Wilson Croker, Esq.*

SIR,

*Nisus, Simon's Bay, Aug. 26, 1810.*

By my despatch addressed to you on the 12th ult. for the information of their lordships, and forwarded to England by the Hon. Company's ship, Sarah Christiana, I had the honour to communicate the advices I had re-

ceived from the Government of India, of the force then proceeding to the Island of Roderiguez, for the reduction of the Isle of Bourbon, and of the ulterior objects in contemplation; it is with peculiar satisfaction that I am now to acquaint you, that by the arrival of the country ship the *Anna*, at this anchorage, on the 24th inst. I have received from Captain Rowley the despatch, of which the accompanying is a copy, announcing the surrender of the Isle of Bourbon to his Majesty's arms, by capitulation, on the 9th of July. The proceedings of the squadron, in conjunction with the military force, under the command of Lieutenant-colonel Keating, are so fully detailed in Captain Rowley's said letter, with its accompaniments, that it remains only for me to congratulate their lordships on the successful issue of this first step towards the extermination of the enemy's possessions in this quarter.

Lieutenant Robb, of the *Boudicea*, who was the bearer of these despatches from Captain Rowley, whose honourable testimony of his zeal and merits is confirmed by long experience, I beg to recommend to their lordships' notice, and have entrusted him with my present communications, referring them to him for any further information.

I have the honour to be, &c.

A. BERTIE.

*His Majesty's Ship Boudicea, Road of St. Denis,  
Isle of Bourdon, July 11.*

SIR,

I feel much satisfaction in announcing to you the surrender of the Isle of Bourbon to his Majesty's arms. According to the communication I had the honour to make to you on the 14th ult. I proceeded to the Isle of Roderiguez, where, having joined the transports from India, and in concert with Lieutenant-colonel Keating, made the necessary arrangements relative to the troops, and embarked on board the *Boudicea* and *Nereide* as many as they could stow, we proceeded to join the ships of the squadron which I had left off the Isle of France, under the orders of Captain Pym, blockading the three frigates of the enemy then in port, having previously detached a light transport to apprise them of our sailing. We joined them at the appointed rendezvous, between the isles of France and Bourbon, on the 6th, and having embarked on board the frigates the remainder of the European part of the native troops, made all sail in the evening towards the points of attack, it being intended to push on shore the greatest part of the force with all possible celerity, for which purpose each ship was provided with additional boats taken from the transports. While the main force drew the attention of the enemy off St. Marie, about two leagues to the eastward of the town of St. Denis, Captain Pym, with his usual skill and activity, effected a landing about two P. M. from the *Sirius*, of all the troops embarked on board of her, at a part of the beach called Grande Chaloupe, six miles to the westward of the town, where the enemy were totally unprepared for an attack. The *Riviere des Pluies*, about three miles to the east of St. Denis, was intended for the other point of descent. The remaining four frigates (when it was supposed the first landing was secured) immediately pushed for anchorage, and were followed by the transports as they arrived. The weather, which, till now, had been favourable, began to change; the beach on this side of the island being steep and composed of large shingles, is generally of difficult access, but it was supposed, on reconnoitring it, that the landing was practicable, and Captain Willoughby, who undertook to superintend it, pushed off in a small prize schooner, captured by the *Nereide*, with a party of seamen and a detachment of light troops, and with some of the boats which followed, effected a partial landing, but the surf still increasing, several were stove on the beach; it being,

however, considered by Lieutenant-colonel Keating of much importance to effect the landing on this point, a light transport was placed with great judgment by Lieutenant Lloyd, of the *Boadicea*, in order to act as a break-water, but the stern cable parting, she only formed a momentary cover for a few boats; and notwithstanding every exertion of the skill and experience of Captain Willoughby, the officers, and seamen, it was found necessary, on the close of the day, to relinquish any further attempts at this point for the present. I am concerned to state, that two seamen and two soldiers were drowned on this occasion; the party, however, maintained their ground, and took possession of the battery and post of St. Marie during the night. The *Magicienne*, with two transports, were now detached to support the brigade landed at Grande Chaloupe, but Captain Curtis alone gained the anchorage, and landed the troops embarked in her. In the morning of the 8th, the beach still appearing unfavourable, I weighed, at the desire of Lieutenant-colonel Keating, and proceeded to the anchorage off Grande Chaloupe, where he landed the remainder of the troops, guns, &c. The transports had been left in charge of the *Iphigenia*, and Captain Lambert, with much activity and exertion, landed the troops embarked in her. I directed Captain Pym to proceed, with the *Sirius* and *Magicienne*, to be ready to act with the troops off St. Denis, when, at ten P. M. I received a message from Lieutenant-colonel Keating, that he had entered into a capitulation with the enemy, and at his desire landed next morning in company with Mr. Farquhar, appointed to the government of the island, (who had done me the honour to embark in the *Boadicea*) when we signed the annexed terms of capitulation.

I had previously directed Captain Pym by signal to take possession of the shipping at St. Paul's; in effecting which, Lieutenant Norman, in the barge of the *Sirius*, captured a French brig (that had sailed with despatches for the Isle of France) in a style which does that officer much credit: I beg leave to transmit Captain Pym's report of the affair.

For a detail of the operations of the troops on shore, which led to the surrender of the island, I beg leave to refer to Lieutenant-colonel Keating's despatches; his plan of attack was so ably concerted, and executed with so much decision, as to occasion a speedy termination of a contest, which, if protracted, must from the nature of the country have occasioned much loss.—It now, sir, becomes a pleasing part of my duty to notice the cordial unanimity and zeal that prevailed between all ranks of the army and navy on the service we have been engaged in. To Captains Pym, Lambert, Curtis, and Willoughby, I feel particularly indebted, for the prompt assistance and support I received from them on every occasion; and the active exertions of the officers and men on this short but fatiguing service could not be surpassed.

Lieutenant-colonel Keating has mentioned, in high terms of approbation, the conduct of Captain Willoughby, the officers and seamen employed on shore with the troops, and Lieutenant Cottell, with the brigades of marines under his orders.

As the superior force of the enemy, stationed at the Isle of France, will not allow me to detach any part of the squadron, I have directed Lieutenant Robb, first of the *Boadicea*, to proceed with the despatches in the *Anna*, the fastest sailing transport of those destined to proceed to the Cape; the merits of this officer are well known, sir, to you, and I cannot mention in too strong terms of commendation the unremitting zeal and assiduity to which I feel so highly indebted.

I have the honour to be, &c.

JOS. ROWLEY.

*Vice-admiral Berrie, &c.*



SIR, *His Majesty's Ship Sirius, at Anchor at St. Paul's, July 11.*

In putting your order in force to anchor at St. Paul's, I was fired at by all the batteries, and on shewing a truce, they repeated it with many shells: however, during my stay in the Bay, I clearly saw that a brig was getting ready to sail that night.

At eleven o'clock I despatched Lieutenant Norman in the barge, to bring her out or cut her off; he found, by boarding the other vessels in the Bay, that she sailed about nine o'clock; he pushed on, and, after a hard row of nearly twelve hours, came up with, and, in a most gallant manner, rowed through her fire, boarded, and took her. She is the *Edward*, of Nantz, pierced for 16 guns, has only four 12-pounders, and 30 men on board; was charged with despatches for the Isle of France. I am happy to say, we have only three men wounded, and not dangerously.

I am, &c.

S. PYM.

P. S.—She is sixteen months old, 245 tons, coppered, and copper-fastened, and, in my opinion, a very fit vessel for a packet.

To Commodore Rowley, &c.

SIR,

*Nisus, Simon's Bay, Aug. 26, 1810.*

I have the honour to transmit herewith, for the information of their lordships, a copy of a letter from Captain Rowley, accompanying a return of killed, wounded, and missing, in action with the enemy in the Isle of Bourbon, on the 7th and 8th of July last.

I have the honour to be, &c.

A. BERTIE.

SIR, *His Majesty's Ship Boadicea, Road of St. Denis, 11th July.*

I herewith transmit to you a return of the killed, wounded, and missing, belonging to the ships of the squadron, in action with the enemy at St. Marie and the vicinity of St. Denis, Isle of Bourbon, on the 7th and 8th of July instant.

I have the honour to be, &c.

JOS. ROWLEY.

Vice-admiral Bertie, &c.

A return of killed, wounded, and missing, belonging to his Majesty's ships under the orders of Josias Rowley, Esq. Captain of his Majesty's ship *Boadicea*, and senior officer of the squadron off the Isle of France, in action with the enemy at St. Marie, and vicinity of St. Denis, Isle of Bourbon, on the 7th and 8th of July, 1810.

Magicienne—1 private of marines killed on shore with the troops.

Nereide—2 ordinary seamen drowned.

JOS. ROWLEY.

**CAPITULATION** for the surrender of St. Denis, the capital, and the whole Island of Bonaparte, agreed upon between Colonel St. Susanne, commanding the Island of Bonaparte, for his Majesty the Emperor of France, King of Italy, &c. &c. on the one hand, and Commodore Rowley, commanding his Britannic Majesty's squadron. Lieutenant-colonel Keating, commanding his Britannic Majesty's and the Hon. Company's land forces, and R. J. Farquhar, Esq. on the other.

The whole of the Island of Bonaparte shall be delivered up to his Britannic Majesty; the city of St. Denis, at twelve o'clock to-morrow, the 9th of July, and the other military stations in succession, as early as intelligence of the present capitulation can be communicated.

At twelve o'clock to-morrow, the French troops which occupy the arsenal

and imperial battery, shall evacuate their post, and the grenadier company of his Majesty's 86th regiment, and the grenadier company of the 6th Madras native regiment, will take possession of them, when the French flag will be struck, and that of his Britannic Majesty displayed.

The troops of the line and garde nationale shall be allowed all the honours of war; they shall march out of the city with their arms and baggage, drums beating, matches lighted, together with their field artillery; they are to lay down their arms on the sea-face, in front of the imperial battery; the troops of the line are to surrender themselves prisoners of war, and to be embarked as such for the Cape of Good Hope, or for England.

In consideration of the distinguished character of Colonel St. Susanne and his officers, and of their gallant defence of the place, the officers of all ranks are allowed to preserve their swords, and military decorations; they are to continue prisoners of war, and to embark for the Cape of Good Hope, or for England. Colonel St. Susanne and his family shall be allowed a passage to the Isle of France, or to France, upon his giving his parole of honour not to serve during the war, or till he shall be regularly exchanged.

Funeral honours shall be paid to the French officers who have fallen in the battle, according to their respective ranks.

An inventory shall be made of property of all descriptions belonging to the state, which shall be delivered over to the person appointed by the English government to receive it.

All warlike stores, magazines, provisions, charts, plans, and archives are included in this article.

The laws, customs, and religion of the inhabitants, as well as their private property of all descriptions, shall be respected and insured to them.

Done at St. Denis, the 8th of July, 1810, at six o'clock P. M.

St. SUSANNE, Colonel-commandant l'Isle Bonaparte pour sa  
Majeste l'Empereur des Francais, Roi d'Italie, &c. &c.

JOS. ROWLEY, commanding his Britannic Majesty's squadron.

HENRY S. KEATING, Lieutenant-colonel commanding.

R. T. FARQUHAR.

(True Copy.)

C. H. I. PEARCE, Major of Brigade.

OCTOBER 30, 1810.

*Copy of a Letter from Captain M<sup>r</sup> Kerlie, of His Majesty's Sloop the Calliope, addressed to Rear-admiral Lord Gardner, at Yarmouth, and transmitted by His Lordship to John Wilson Croker, Esq.*

*His Majesty's Sloop Calliope, at Sea,  
October 25, 1810.*

MY LORD,

I have the honour to inform you, that at seven this morning, in latitude 54° 47' north, and longitude 2° 45' east, saw a schooner in the south-west, under easy sail, standing towards us, and soon afterwards perceived her to be an enemy; as she appeared to take the Calliope for a merchant brig, I judged it most prudent not to make any sail until she found out her mistake, which was at the distance of about three miles, when she bore up and made all sail; at half-past eight made all sail in chase; at half-past ten was within reach of shot, firing the bow guns occasionally; at eleven, within reach of musquet-shot, but keeping upon my lee bow, could not get the great guns to bear (the whole of the marines and small-arm men kept up a constant and well-directed fire, which was returned with great spirit); at half-past eleven got the great guns to bear with round and grape, and most of the time within pistol-shot; and as there was so little difference in

sailing, my great object was to disable her in her sails and rigging as soon as possible, and which appeared to be his grand object likewise.

At twelve, his main-mast went overboard, and the rest of his sails and rigging being all cut to pieces, he hailed and told me he had struck.

She proved to be *La Comtesse d'Hambourg*, of fourteen guns, eight of which are twelve-pounders, and six eight-pounders, and fifty-one men, from Dunkirk, out eight days, but had taken nothing. Mr. Blake, the first lieutenant, a gallant and most excellent officer, behaved greatly to my satisfaction. Mr. Borough, second lieutenant, and Mr. Roberts, master, did their duty creditably to themselves, and highly satisfactorily to me; as well did all the warrant, petty-officers, seamen, and marines; and had the weather been so fine as to make it practicable to board her, I am well convinced she would have been carried in a few minutes.

I am well assured that the capture of this vessel will be of the utmost consequence to the trade to Heligoland and the Baltic, she being a new vessel and her first cruize, and sails remarkably well, with a most determined crew.

I am extremely happy our loss has been but small, having only three wounded. The serjeant of marines I beg leave particularly to mention as a highly deserving and brave man, and was severely wounded, by receiving two musket-shots through his body, and one through his right arm, before he quitted his post on the fore-castle with the small-arm men; the other two, one slightly wounded.

I have judged it prudent to return to Yarmouth with the prisoners and prize, our sails and rigging in many places being cut and shot away, and two of the carronades being disabled, by the bolts of the chock being broke. I conceive my proceedings will meet your approbation, and shall not lose a moment's time in following former orders.

I have, &c.

JOHN M'KERLIE.

NOVEMBER 3.

*Copy of a Letter from Admiral Sir Robert Calder, Bart. Commander-in-chief of His Majesty's Ships and Vessels at Plymouth, to John Wilson Croker, Esq. dated the 30th October, 1810.*

SIR,

I have great pleasure in acquainting their Lordships of the capture of the *Loup Garou* French privateer of sixteen guns and one hundred men, by His Majesty's sloop *Orestes*, of equal force. This capture does very great credit to the captain, officers, and men of the *Orestes*, from the prompt and neat manner in which it has been effected, without any loss to His Majesty's service; and confirms the good opinion I have long since entertained of Captain Lapenotiere as an Officer, whilst serving under my command at different times.

I enclose Captain Lapenotiere's letter respecting the capture of the *Loup Garou*, which no doubt would have done much mischief to our trade.

I have the honour to be, &c.

ROBERT CALDER.

*His Majesty's Sloop Orestes, at Sea,  
27th October, 1810.*

SIR,

In the execution of your orders I this morning at day-light, (in latitude  $48^{\circ} 30'$  north, longitude  $8^{\circ} 56'$  west) fell in with a brig, which, from her manoeuvre, I supposed to be a French cruizer; I made sail in chase, and had the satisfaction of bringing her to close action in less than an hour, owing to one of our shot carrying away her main haulyards; she kept



up a smart fire for about half an hour, when she struck to his Majesty's sloop under my command, and proves to be the Loup Garou French privateer, of sixteen guns, commanded by Charles Laurent Faures, with a complement of one hundred men, belongs to Nantz, but last from Brest, out two days, and has made no capture: she is a remarkable fine vessel, one year old, coppered and copper fastened, well found in every thing, is victualled for two months, and, I think, fit for his Majesty's service.

I cannot say too much in praise of Mr. Charles Squarey, my first lieutenant, with the officers and men under my command, for their very steady good conduct during the short contest, which was such as will ever give me the greatest confidence in them should fortune throw me in the way of an enemy superior to the present one. I am happy to add we sustained no loss in killed or wounded: our sails and rigging are a little damaged; the enemy had four men wounded, two of them dangerously.

I have the honour to be, &c.

J. R. LAPENOTIERE.

*Admiral Sir Robert Calder, Bart. Commander-in-chief, &c. &c.*

#### NOVEMBER 3.

Vice-admiral Sir James Saumarez, Bart. and K. B. has transmitted to John Wilson Croker, Esq. a letter he had received from Rear-admiral Dixon, dated the 9th of October, stating that three lugger gun-boats, sent under the direction of Lieutenant Streatfield of his Majesty's ship Ruby, to cruise off the island of Lessoc, had destroyed two of the enemy's privateers about that island, captured a third, and forced the remainder to take shelter in Jutland.

*Extract of a Letter from Rear-admiral Lord Gardner to John Wilson Croker, Esq. dated at Yarmouth, the 31st October, 1810.*

The Steinbill Danish cutter privateer, of ten guns, and thirty men, belonging to Syet, has been captured by the Tweed, Captain Symonds, and is arrived in these Roads.

#### NOVEMBER 6.

Vice-admiral Sir Edward Pellew has transmitted to John Wilson Croker, Esq. a letter from Captain Payne, of his Majesty's sloop the Cretan, giving an account of his having, on the 28th ultimo, captured the Neptune Danish privateer, of five guns, and twenty-four men; she sailed the day before from Schelling, and had not made any capture.

Rear-admiral Otway, at Leith, has transmitted to John Wilson Croker, Esq. a letter he had received from Captain Clay, of his Majesty's ship the Nympe, stating the capture, on the 26th of last month, off Walbert's Head, of the Danish privateer schooner Norwegian Girl, of two guns and nineteen men; out three days from Christiansand, and had not made any captures.

#### NOVEMBER 10.

Admiral Sir Roger Curtis has transmitted to John Wilson Croker, Esq. a letter he had received from Captain Malcolm, of his Majesty's ship Donegal, giving an account of his having, on the 6th instant, captured off Cape Barleur, the Surcouf French lugger privateer, of fourteen guns and fifty-six men; she sailed the day before from Cherbourg, and had not made any capture.

Vice-admiral Sir James Saumarez, Bart. and K.B. has transmitted to John Wilson Croker, Esq. a letter he had received from Rear-admiral Dixon, reporting the capture of a Danish privateer, of four guns and twenty-one men, and the destruction of two others, by his Majesty's sloop Diligence, and three lugger gun-boats, manned from his Majesty's ships Ruby, Edgar, and Ganges.

*Copy of a Letter from Captain Robert Hull, commanding the Rambler Gun-vessel, addressed to Commodore Penrose, senior Officer at Gibraltar, and transmitted by the latter to John Wilson Croker, Esq.*

*His Majesty's Sloop Rambler, Gibraltar,  
29<sup>th</sup> September, 1810.*

SIR,

In consequence of your orders to proceed with the first division of the flotilla to the westward, in search of the enemy's privateers, I left Gibraltar on the 26th, and, having previously reconnoitred the enemy's force at Barbet, I judged an attempt practicable, which was put in execution on the night of the 28th, No. 14, being the only boat in company. I accordingly landed with part of her crew, that of the Rambler, and the marines and seamen of the Topaze, in all thirty, and, crossing the Sand Hills, reached the enemy's quarter, three miles up the river of Barbet, under which lay a privateer protected by two six-pounders, her own crew, and thirty French Dragoons; after some sharp firing, in which our men displayed much steadiness, the enemy retreated with the loss of five dragoons, seven horses, and two of the privateer's crew, which was immediately carried, our people swimming off to her in a most determined manner. After the guns were spiked, we embarked with the loss of one marine killed, and one wounded. The conduct of all employed with me on this service was admirable: Lieutenant Seagrove, commanding No. 14, gave proofs of much skill and bravery, and the marines of the Topaze under Lieutenant Halsted, did every credit to the character of their corps: the seamen of that ship, who with ours had been constantly for twenty hours at the sweeps, landed, in a heavy surf, with an alacrity that ensured success. The capture of this privateer must afford much satisfaction, as her properties of sailing and sweeping rendered her particularly offensive to unprotected vessels in the Streight.

I have the honour to be, &c.

William Parker, marine, killed.

ROBERT HALL.

M. Weaver, marine, wounded.

### Naval Courts Martial.

TWO Courts-Martial were lately holden on board the *Salvador del Mundo*, in Hamouaze, for the trials of two of the warrant officers of the *Talbot*, Capt. the Hon. A. Jones.

Mr. William Skinner, the carpenter, was first tried, on charges of absenting himself without leave for 48 hours, drunkenness, and of having defrauded a seaman of his money. Captain Jones (the prosecutor) having closed the evidence in support of the two first charges, acquainted the Court that the witness he had intended to call, on the 3d, had absconded, in consequence of which he could offer no evidence upon it. The charge of drunkenness alone was adjudged to be in part proved, and the prisoner was sentenced to be severely reprimanded.

Mr. James Weir, the gunner, was then tried, for having behaved with disrespect to his superior officer, and for disobedience of orders. The charges were proved, and Mr. Weir sentenced to be reprimanded, and mulct of three months' pay. The prisoners called on Captain Jones for characters, but offered nothing in defence.

A Court-Martial was lately holden on board the *Gladiator*, on Antonio,

alias Antony Miller, seaman of the *Latona*, for mutinous and seditious conduct, in endeavouring to make a mutinous assembly, and excite the French in particular, as well as the German troops, on board the *Latona*, to rise and take possession of the said ship, and carry her to a port in France, and for concealing such mutinous design. He was sentenced to receive 500 lashes. Rear-admiral Hargood, President.

At Cadiz, a Court-Martial was lately holden on Lieutenant Nops, of the *Hardy* gun-brig, on charges of tyranny, oppression, and embezzlement of stores. He was sentenced to be mulcted of six months' pay, put at the bottom of the list of lieutenants, and dismissed the command of the *Hardy*.

Lieutenant Somerville, of the *Circe*, has also been tried at Cadiz, for neglect of duty, &c. and honourably acquitted.

At Madras, Lieutenant Fiott, of his Majesty's ship *Bucephalus*, has, by sentence of a Court-Martial, been dismissed the ship, and placed at the bottom of the list, for making use of seditious language.

Thomas Smith, of his Majesty's ship *Ganymede*, has been sentenced to receive 150 lashes for desertion.

On the 9th, 10th, and 12th of November, a Court-Martial was held on Lieutenant John Geary, of his Majesty's schooner *Mullet*, for not having done his utmost to execute the orders of Sir Robert Calder, in proceeding with the mails to Surinam, Berbice, and Demerara, but returned twice to port. Lieutenant Geary's defence was, that the sickly state of his crew prevented him. The Court sentenced him to be severely reprimanded.

17. A Court-Martial was held on Mr. Henson Barker, assistant-surgeon of his Majesty's ship *Orion*, for carrying on shore the necessaries allowed to the sick of the ship. The charge being clearly established, Mr. Barker was sentenced to be dismissed his Majesty's service. Rear-admiral Hargood, President.

On the 20th of November, a Court-Martial was held on board his Majesty's ship *Gladiator*, in Portsmouth harbour, on William Barnham Rider, Esq. commander of his Majesty's sloop *Challenger*, for disobedience of orders, in having returned from the West Indies, to England, with despatches from the Lieutenant-governor of the island of Curaçoa, without having the previous authority of the commander-in-chief for that purpose. By the sentence of the Court, Captain Rider was adjudged to be dismissed his Majesty's service; but the Court being strongly impressed, that, in the commission of the offence, he was misled by error of judgment, arising from the best motives for the welfare of his King and Country, earnestly recommended Captain Rider to the favourable consideration of the Lords Commissioners of the Admiralty.

James Tool, a marine, belonging to the *Experiment*, who was sentenced to suffer death for a detestable offence, has been reprieved, on condition of being transported for life.

### Promotions and Appointments.

#### Admirals and Captains appointed.

Rear-admiral Pickmore has struck his flag on board the *Royal Sovereign*; and has taken the post of Captain of the Mediterranean Fleet. The *Royal Sovereign* is coming home.

Rear-admiral Freemantle has hoisted his flag on board the *Temeraire*, in the Mediterranean.

Sir S. Hood is to shift his flag to the *Hibernia*.

Captain Bastard is appointed Flag Captain to Rear-admiral Sawyer, and will take out the *Africa* for the Rear-admiral's flag at Halifax.



Captain Flinders, the circumnavigator, has been promoted to the rank of Post-Captain, and his commission dated some months back.

Captain Quillam, who was first lieutenant with Admiral Nelson at the battle of Trafalgar, is appointed to the *inconstant*; Captain R. Cathcart, to the *Alexandria*; Captain Dylkes, to the *Ganymede*; Captain Stackpole, to the *Statira*; Captain John Hancock, to the *Fisgard*; Captain Manley Dixon, to the *Fly*; Captain Pearce, to the *Rifeman*; Captain Buck, to the *Termagant*; Captain Hewson, to the *Coquette*; Captain Bertram, to the *Persian*; Captain Urry Johnstone, to the *Avenger*; Captain Mulcaster, to the *Emulous*; Captain Tadolour, to the *Regulus*; Captain Edmund Waller, to the *Goldfinch*; Captain Burgoyne, to the *Mutine*; Captain Garrett, to the *Hope*; Captain Scobel, to the *Thais*; Captain P. Wilkinson (acting), to the *Courageux*; Captain T. Perceval, to the *Lynx*; Captain Bathurst, to the *Fame*; Captain Hope, to the *Salcette*; Captain Lumley, to the *Topaze*; Captain Spelman Swaine, to the *Hind*; Captain Dunn, to the *Armide*; Captain George Scott, of the *Niobe*, to the *Marlborough*; Hon. William Bertie, to the *Satellite*; Henry Montresor, to ditto; John Bellamy, to the *Crocus*; Clement Sneyd, to the *Myrtle*; Captain Hugh Pigot, to the *Orpheus*; Captain Henry Hart, to the *Thracian*; Captain William Kellard, to the *Snake*; Edward Stopford, to the *Otter*; Arthur B. Bingham, to the *Little Belt*; George William Hooper, to the *Raleigh*; Captain E. L. Grzham, to the *Southampton*; Captain R. Reynolds, to the *Ardesier*, fitting as a receiving ship at Bombay, in lieu of the *Arragant*; Captain E. Haywood, to the *Ethalion*; Captain Webley, of the *Centaur*, is to command that ship; and Captain J. C. White, now in the *Hibernia*, to be appointed to the *Centaur*; Captain John Halsted, to the *Bellerophon*; G. Digby, to the *Lavinia*; B. Walker, to the *Ganymede*; Captain G. P. Monke, to the *Pallas*; Captain George Ross, to the *Ariel*; Captain James Veitch, to the *Alozo*; Captain James Aberdour, to the *Despatch*; Captain Francis Dickinson, to the *Peruvian*; Watkin O'Pell, to the *Thunder bomb*; Charles T. Smith, to the *Briseis*; George Trollope, to the *Alert*; Pitt. R. Greene, to the *Bonne Citoyenne*; Justice Finley, to the *Plow*; William Knight, to the *Brisk*; David Braimer, to the *Castilian*; John Bradley, to the *Kangaroo*; John Ferguson, to the *Pandora*; Edward H. A'Court, to the *Harpy*; William Farrington, to the *Clio*; Thomas New, to the *Raisenable*; Thomas Hunloke, to the *Jasper*; Henry Haynes, to the *Helena*; John Eveleigh, to the *Nightingale*; Richard P. Davis, to the *Brazen*; G. R. Phillott, to the *Primrose*; Thomas Garth, to the *Cossack*; Robert Smith, to the *Sheerwater*; Captain N. De Courcy, to the *Mutine*; John Lloyd, to the *Podargus*; Col. Campbell (2), to the *Drake*; Geo. W. Willies, to the *Leveret*; George Price, to the *Sabine*.

Captain Gustavus Stupart, recently promoted to the rank of Post Captain, is an officer of very high professional reputation. He is succeeded by Captain Mulcaster, who has been, on several brilliant occasions, most handsomely noticed in the public despatches of Lord St. Vincent, and Sirs George Collier and James Yeo. The *Emulous*, to which Captain M. is appointed, is on the American station.

Philip Somerville, Esq. is appointed to be Secretary to Admiral Sawyer; and Walter Sands, Esq. to be Secretary to Sir Francis Laforey.

The Rev. E. Booth is appointed Chaplain of the Dragon.

## Lieutenants, &amp;c. appointed.

Lieutenant Robert Drummond, to the Bedford; Robert Wood, to the Talbot; Edward William Pitt, to the Royal Oak; Robert Oliver, to the Tonnant; Richard Lloyd, to the Neptune; George Richards, to ditto; James Huggins, to the Rover; John H. Marshall, to the Africa; William Henry Douglas, to ditto; Edmund K. C. Brecon, to ditto; Perry Dumaresq, to ditto; Joseph Neill, to the Dolphin; Lieutenant J. Gordon, to the Tonnant; Lieutenant W. B. Mends, of the Swiftsure, on the Halifax station, to be a commander; Lieutenant R. Drummond, to the Hussar; and Lieutenant J. Morgan, from the Nymph, to be first lieutenant of the Hotspur; Lieutenant M'Pherson is appointed to command the Thistle schooner; Lieutenant M'Kerdy, to the Revenge; Lieutenant Barrett, to the Sarpedon; Lieutenant Henry Rowel, to the Havock gun-brig; George Walker, to the Pallas; George Hilton, to the Africa; John Shepherd, to the Berwick; James F. Arnold, to the Bedford; John Macneven, to the Defiance; James Largue, to the Salvador del Mundo; Thomas Simpson (1), to the Hibernia; Edward Bengel, to the Lavinia; Thomas Crane, to the Inconstant; James Stirling, to the Armide; Salias H. Paddon, to the Prince Frederick; William Shippard, to the Abercrombie; Thomas Morgan, to the Emerald; William Harris Smith, to the Tisiphone; H. J. Hargrave, to the Rattler; Walter Foreman, to the Princess Charlotte; William Henry Smith, to the Standard; Henry Slade, to the Inconstant; Henry Baker (2), to the Ethalion; Edward Saurier, to ditto; William Laugharne, to the Southampton; James Pew, to the Leveret; Samuel Hellard, to the Podargus; William Grint, to the Pompée; Archibald Tisdall, to the Valiant; Henry Bird, to the Roebuck; James Neville, to the Ganymede; Hon. William Somerville, to the Hotspur; Robert Drummond, to ditto; John Reede, to the Standard; Thomas Eborall, to the Venus; James Allen (1), to the Hebe; John G. Bird, to the Princess Charlotte; H. F. Pogson, to the Monmouth; Fisher, to the Dragon; J. G. Cock, late of the Gosport Sea Fencibles, to the improved service, at Southampton.

Lieutenant Taylor, of the Maker signal station, at Plymouth, is appointed to be Head Warder of Plymouth Dock-yard, in the room of the late Mr. Wharton.

Mr. Scott is appointed Master of the Rattler; and Mr. Canham, of the Fylla, master of the Kent.

Mr. Wellington, from Deptford-yard, is appointed Builder's Assistant in Plymouth-yard, *vice* Jago, superannuated.

Mr. John Lee, of Plymouth, has been appointed Master-Measurer of his Majesty's Dock-yard at that port.

John Crane, Esq. First Master-Attendant of his Majesty's Dock-yard at Portsmouth, is, at his own request, superannuated. He has been in active service upwards of fifty years. James Park, Esq. is appointed First Master-attendant; Thomas Atkinson, Esq. second; and William Payne, Esq. third.

A list of Midshipmen who have passed for lieutenants on the first Wednesday in the present month.

*Sheerness.*—Thomas E. Gill, John Parkes, William Way, Richard Joachin, James Gordon, George Cheyne, William Newnham.

*Portsmouth.*—L. Roberts, Thomas R. Munden, William Johnson, Her. B. Cock, Richard Potter, B. R. Owen.

*Plymouth.*—John Illingworth, C. J. Molineux, Thomas L. Knevitt,

## Surgeons, &amp;c. appointed.

Charles Thomas, to the Prince Frederick; William Preston, to the Goshawk; Samuel Sinclair, to the Lavinia; Morgan Williams, to the Tyrian; F. M. Chevers, to the El Corso; Thomas Davie, to the Southampton; Robert Blake, to the Ethalion; Patrick Johnstone, to the Plover; Joseph Dallaway, to the Bedford; John Lettcott, to the Princess; Henry Day, to the Inconstant; P. M. Buchan, to the Crocus; Anthony Patrickson, to the Rosamond; Michael M'Creery, to the Cruizer; Henry Ruxton, to the Formidable; John Evans, to the Hotspur; John Bernard, to the Avon sloop; J. S. Ramsay, to the Monmouth; Robert Gillespie, to the Drake; James Heron, to the Nymphen; Thomas Davies, to the Podargus; Robert Evans, to the Narcissus; Nathaniel Boardman, to the Niobe; Andrew Leslie, to the Marlborough; Henry Plowman, to the St. Alban's; John Allen, to the Rover sloop.

Mr. Macaush, late Surgeon of the Ville de Paris, during the time that ship bore the flag of the late Admiral Lord Collingwood, is appointed Surgeon to the dépôt for prisoners of war at Penny cuick, N.B.

Dr. Tainsh, one of the assistants of Greenwich-hospital, is appointed to be Surgeon of the division of Royal Marines at Woolwich.

Dr. Bell, Surgeon of the Woolwich division, succeeds to Plymouth Dock-yard, *vice* Dr. Sheppard, superannuated.

Mr. John Harrison Curtis, of the Royal Hospital at Haslar, is appointed Dispenser to Sick Prisoners of War at FORTON, in the room of J. E. Dean, Esq. deceased.

## Assistant Surgeons, &amp;c. appointed.

Peter Pascoe, to the Pempée; Charles Carpue, to be an Hospital Mate at Plymouth; John Riddle, to the St. Alban's; Daniel Macnamara, to the Hindostan; Henry Ruxton, to the Formidable; William Farr, to the Royal William; John Hicks, to the Jamaica; James Clarke, to the Thistle schooner; David Burnside, to the Royal William; D. Macnamara, to be an Hospital Mate at Haslar; James M'Kee, to the Abercrombie.

## BIRTHS.

In Margaret-street, Cavendish-square, of a daughter, the lady of the Hon. Captain Courtney Boyle, commissioner of the Transport Board, and brother to the Earl of Cork.

At Horndean, Hants, the lady of Captain Bashford, R. N. of a daughter.

At Christchurch, on the 2d of November, the lady of Captain Butt, R. N. of a daughter.

On the 27th of October, at Gosport, the lady of Captain Saunders, R. N. of a daughter.

On board the Hindostan, on the passage from New South Wales, of a son, Mrs. Pascoe, wife of Captain Pascoe, of that ship.

On the 24th of October, at Aberdeen, the lady of Captain Russell, R. N. of a son.

On the 25th of November, at Plymouth dock, the lady of Captain Tobin, of his Majesty's ship Princess Charlotte, of a daughter.



## MARRIAGES.

May 8th, at Government-house, Sydney, New South Wales, Lieutenant-colonel O Connel, lieutenant-governor of that settlement, to Mrs. Putland, relict of Captain Purland, R.N. and daughter of his Excellency Governor Bligh.

Lately, at Newcastle, Dr. Trotter, late physician to his majesty's fleet, to Miss Dixon, daughter of the late W. Dixon, Esq. of Hawkwell, Northumberland.

Mr. Francis Sympson Brawn, of the royal navy, to Elizabeth Moorbeck, daughter of Thomas Sumner, Esq. one of his majesty's deputy lieutenants, &c. for the county of Essex.

At Maddron church, Cornwall, Captain Askew, of the Providence letter of marque, of Liverpool, to Miss Mary Matthews, second daughter of Mr. J. Matthews, ship-builder, of Penzance.

Mr. Johns, clerk in his majesty's dock-yard, Plymouth, to Miss Warne, of the Half-way house.

— Williams, Esq. to Miss Mary Gibbs, second daughter of Captain Gibbs, R.N.

At Bothwell-castle, Captain Scott, R.N. of Gala, to the Hon. Caroline Lucy Douglas, second daughter of Lord Douglas.

At Bombay, September 26th, 1809, by the Rev. R. C. Jackson, Mr. Christian Lewis Wassenberg, master sail-maker in the Hon. Company's marine, to Mrs. Mary Christiana.

Captain Mounsher, commander of his Majesty's ship the Drake, to Miss Stewers, daughter-in-law of Robert Algar, Esq. of Old Buckenham.

At the Government-house, Calcutta, the Hon. George Elliot, captain in the royal navy, and second son of the Right Hon. the Governor-general, to Miss Eliza Cecilia Ness.

## OBITUARY.

WHITEHALL, NOVEMBER 2.

This day, about 11 o'clock, departed this life, at Windsor, after a long and painful illness, her Royal Highness the Princess Amelia, his Majesty's youngest daughter, to the great grief of all the royal family. Her royal highness expired at a quarter past twelve, P.M.

Lately, Lieutenant W. Bonley, of the Vanguard, in the Baltic. Having been to procure water for the ship, a gale of wind came on, which the boat not being able to encounter, he ran for a merchant vessel, for safety. He could not be persuaded to leave the boat till he had seen all his men safe on board the ship, when, in attempting to get on board himself, he fell in, and instantly sunk to rise no more.

Mr. Thomas Cundy, of Truro, late master of Daniell's brigantine, the Gertrude. He was killed whilst gallantly defending her against the repeated attacks of a French privateer, off Deal. By his heroic conduct, and that of the mate, Mr. J. Cundy, jun. who was slightly wounded, the Gertrude beat off the enemy, who attempted twice to board, and arrived safe at Sheerness.

October 31, in the Royal Hospital, Plymouth, Captain Joseph Bolt, of his majesty's ship Sabine.

October 3, on board his majesty's ship Charybdis, off Antigua, Lieutenant William Oakes, R.N. of Cambridgeshire.

On the 8th November, at the Royal hospital at Haslar, Mr. C. Law, formerly surgeon of his Majesty's ship Goshawk.

Lately, at Cowes, Isle of Wight, Capt. Terris, of the *Stork* revenue cutter.

On the 24th October, the wife of Mr. Poulden, late of his majesty's dock-yard at Portsmouth.

Off Toulon, on the 30th July last, Lieutenant Poulton Williams, of the *Euryalus*, in attempting to cut out an enemy's merchant ship, near Toulon.

November 5, in the precincts, Canterbury, aged 61, Mrs. Stretch, widow of Major Stretch, and daughter of the late Admiral Ward.

At Walmer, Kent, R. Keeler, Esq. a superannuated rear-admiral.

On the 7th of August, on the Jamaica station, universally regretted, after a life devoted to the service, Captain William Charlton, commanding his majesty's ship *Garland*. He commenced his naval career under the late circumnavigator, Captain Cooke, and was with that officer when he met his death; since which he has served under Admirals Howe, Keith, Nelson, and B. S. Rowley, by all of whom he was justly esteemed, but by the latter he was particularly patronized, not only for his constant and unremitting zeal in the discharge of his duty as an officer, but from a knowledge of the many virtues he possessed in private life.

At Gosport, J. E. Dean, Esq. aged 71. A gentleman who had filled medical situations at Haslar and Forton for 31 years.

October 15, being washed overboard from the ship *Bell*, on his passage from Haïti (St. Domingo) to London, Mr. Joseph Hausell, of Hull, aged 19.

November 11, in Charles-street, Westminster, Captain John Orton, R.M. aged 43.

Mr. James Ireland, of Lancaster, midshipman of his majesty's ship *Dictator*. He was killed by a musket-ball, in an attack, by the boats of that ship, on a Danish vessel, under Carlstrand-castle, at Marstrand, in the Kattegat.

At Ripley, in Surrey, Mrs. Middleton, aged 54, relict of Captain Middleton, R.N.

At the Marine barracks, Chatham, Lieutenant Hancorn. He was leaving his room in the south end, and proceeding down the stone steps, which are separated from another flight of steps, by a low iron railing, he over-ran himself, and fell into the area, by which unfortunate means he dislocated his neck, and fractured his skull. He survived but a few hours.

At Brighton, Francis Hartwell, Esq. of the War-office, son of Sir Francis Hartwell, Bart.

At Balasore, Mr. Brown, late surgeon of the honourable company's ship *United Kingdom*. Mr. Brown had landed at Vizagapatam, from the cartel, and was proceeding, by land, to Bengal. He was taken on his journey with the disorder which ended in his death.

On the 11th of September, at sea, on his passage from Antigua to Liverpool, aged 44, Captain John Eunson, of the *Erutus*, of Hull.

At Madras, Mr. J. Robins, master of arms in his majesty's naval hospital.

Captain W. Doig, commander of the ship *Charon*.

At Madras, Henry Inman, Esq. whose death is noticed at page 176, of our last vol. after a residence of only a few days, having arrived in his majesty's ship *Clorinde*, to fill the situation of naval commissioner at that presidency, and its dependencies. As an officer it had been his fate to encounter some of the severest trials to which the human mind and character can be exposed; but which only served to show how well qualified

he was to combat and surmount them. He distinguished himself on a variety of occasions;\* and, among the rest, at Copenhagen, where he merited and obtained commendation from Lord Nelson. He was, without solicitation, nominated to the office he was appointed to fill in India, and it was not without reluctance that he was induced to proceed, but was ultimately determined by the feelings of a husband and a father. In private life he was not less beloved for his amiable and entertaining qualities, than he was respected for the discharge of his public duties. In him the gentlest manners were united with the firmest mind. The writer of this slight tribute to his memory, regrets, from not being more intimately acquainted with the particulars of his life, his inability to do more ample justice to his character.

At Burford, near Tenbury, Worcestershire, Mr. E. Ford, brother of the late Admiral Ford.

At Sheerness, Kent, Mrs. Bray, wife of Mr. Bray, of that dock-yard.

At Southampton, Mrs. Faulkner, widow of the late Admiral Faulkner.

On the 15th of November, Louisa, the youngest daughter of Captain Charles Carter, R.N. and grand-daughter of Admiral R. R. Bligh.

At Havant, Mr. Marnall, aged 78, formerly of the Plymouth dock-yard. He was found dead in his bed, to which he had gone the previous night, in good health.

On board his majesty's ship *Narcissus*, in consequence of the injury he received by the falling of a mast, during the gale which that ship encountered, in Santaona Bay, on the 2d of November, Mr. Farrington, surgeon of that ship, of Wilcove, a man of unblemished character, and whose loss will be severely felt by a most amiable wife and child, a numerous circle of acquaintance, and more especially by the poor, in whom they have lost a humane benefactor.

Lieutenant Leeke, commanding a gun-boat, eldest son of Mr. Leeke, of Havant, fell a sacrifice to his bravery, on the 2d of November, in gallantly leading the gun-boats to attack a flotilla of the enemy, off Cadiz. He was buried the next day, with suitable funeral honours, by order of Sir Richard Keats, K.B. the commander-in-chief on that station.

November 14, Terence O'Brien, marine (about 16 years of age) accidentally fell overboard, from his majesty's ship *Crocus*, in Portsmouth-harbour, and was drowned. His body was picked up immediately afterwards, for he had not sunk, although he was drowned, and every effort made use of to restore animation, but without effect.

In India, Lieutenant Richard Bower, of the *Sappho*.

At Exton, on the 12th of October, of a decline, Mrs. Christopher, aged 30 years, wife of Henry Christopher, Esq. commander of the Hon. East India Company's ship, *Sir William Pulteney*.

Lately, at Van Diemen's Land, Lieutenant-colonel Collins, of the royal marines, governor of that settlement, and author of several works relative to that colony and New South Wales. He is universally regretted by his brother officers. He was considered an honour to the corps to which he belonged.

On the 20th of October, Mr. Henry Summons, assistant-surgeon of the *Galatea*.

On the 13th of November, in Montague-square, J. L. Douglas, Esq. admiral of the blue.



MEMOIR OF THE PUBLIC SERVICES  
OF THE LATE  
**CAPTAIN JOHN TURNOR,**  
OF THE ROYAL NAVY.

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" In distant climes, a victim to disease."

**CAPTAIN TURNOR**, born about the year 1759, was the third son of John Turnor, Esq. of Crûgmaur, in the county of Cardigan; a descendant of an English family long settled in Somersetshire, but which, in the reign of Charles the Second, removed to Crûgmaur.\* He was born in the farm-house of Crûgmaur, in the parish of Llangoedmaur, about the year 1759; and, in 1778, he entered as a midshipman in the royal navy, on board of the *Fame*, commanded, at that time, by Captain Colby.† This

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\* In MEYRICK's recently published *History and Antiquities of the County of Cardigan*, to which we are indebted for the main facts of this memoir, we are informed, that Lewis Turnor, one of Captain Turnor's ancestors, who lived in the early part of the last century, "was so remarkable for his great honour and integrity, that in the part of the county where he lived, it was common when any one gave an unusual instance of uprightness, to hear, 'You are as honest as Lewis Turnor.'" This reminds us of Pope's well-known couplet:—

" A wit's a feather, and a fool's a rod;  
An honest man's the noblest work of God."

† Captain Stephen Colby, of Fynnaunnau.—This officer was appointed commander of a sloop of war on the 30th of March, 1746; and on the 20th of August, 1756, he was promoted to be captain of the *Deal Castle*; from which, in July, 1757, he was removed to the *Princess Amelia*, one of the fleet which was immediately afterwards ordered out on the expedition against Rochefort, under the command of Sir Edward Hawke.\* He behaved very gallantly on that occasion. In April, 1758, he commanded the *Thames* frigate, on the home station; and in the course of that year, during an action off Brest, he was wounded near the eye, by a musket ball. In consideration of this accident, and of his general gallantry, he received a yearly pension of 150*l*.—On the 18th of May, 1759, in company with Captain Lockhart, (afterwards Sir John Lockhart Ross)† in the *Chatham*, and

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\* *Vide* NAVAL CHRONICLE, Vol. XVI. page 458, *et seq.*

† A portrait and memoir of this estimable officer will be found in the Vith Volume of the NAVAL CHRONICLE, page 1.

ship, as is mentioned in the note below, was attached to Admiral Byron's ill-fated squadron, which sailed from Spithead, for America, in July, 1778. From America, the *Fame* proceeded to the West Indies; and, consequently, was in the action with D'Estaing, off St. George's Bay, Grenada, on the 6th of July, 1779.\* The *Fame*, which had several of the enemy upon her at once, was disabled in forty minutes; having sustained a loss of four killed, and nine wounded. Captain Bourcher had, at this time, succeeded Captain Colby in the command; and, during the engagement, Mr. Turnor was stationed with him on the quarter-deck, to carry orders. He was necessarily much exposed; but he performed his duty so entirely to Captain Bourcher's satisfaction, that he ever afterwards experienced his particular respect.

On his return to England, in the *Fame*, which was paid off immediately on her arrival, he went on board the *Preston*, commanded by Captain Græme; and, as that ship was attached to Sir

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Captain Harrison, in the *Venus*, he fell in with, and, after a chase of two hours, brought to close action, in Audierne Bay, the *Arethusa*, a French frigate of 32 guns, commanded by the Marquis de Vandeuil. The *Arethusa* did not surrender till the *Venus* came up and raked her; but the merit of the capture rested solely with Captain Colby. Still commanding the *Thames*, Captain Colby, on the 26th of September, in the succeeding year, captured, off Tory Island, the *Bien Aimé*, privateer snow, of 36 guns. In 1761, he commanded a third rate, name unknown; in April, 1762, he was appointed to the *Biddeford* frigate; early in 1771, he was appointed to the *Kent*, of 74 guns, one of the ships which were ordered to be equipped at Plymouth, in consequence of an apprehended rupture with Spain; and, in 1777, on a similar apprehension respecting France, he commanded the *Fame*, also of 74 guns. In the *Fame*, he proceeded to America, with Admiral Byron, in 1778; and, after having been separated from the admiral, with several other ships, in a gale of wind,\* he arrived at Sandy Hook, New York, on the 28th of August. Captain Colby, we believe, died in 1779; but whether in the West Indies, or after he had returned thence to England, we are uncertain: Charnock says, the latter. Having taken Mr. Turnor under his protection, he intended, had he lived, to procure for him the rank of lieutenant.

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\* For the details of this action, *vide* NAVAL CHRONICLE, Vol. IV. page 186; Vol. VII. page 10; Vol. VIII. page 189; Vol. XX. page 341; Vol. XXI. page 178; and Vol. XXIV. page 95.

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\* *Vide* page 178 of the present Volume.

Hyde Parker's\* squadron, he was in the memorable action with the Dutch admiral Zoutman, on the Dogger Bank, on the 5th of August, 1781. It has been justly remarked, that "this action, though upon a small scale, was conducted and fought in such a manner, that it recalls afresh to the memory those dreadful sea fights between England and Holland, which were witnessed in the preceding century." It lasted unremittingly for three hours and forty minutes; in the course of which, 111 men were killed, and 318 wounded; the Preston, whose loss was comparatively moderate, having 10 of the former, and 40 of the latter. Captain Græme lost one of his arms, and was succeeded in the command of the Preston by Captain Leslie.

During the engagement, Mr. Turnor had a very narrow escape. Instead of trusting to the gunner, to point one of the guns, he pointed it himself; but, while he was giving orders, the gunner stooped, and, in the act of pointing, lost his eye.

Mr. Turnor remained with Captain Leslie in the Preston, employed in active service, chiefly in the West Indies, till the peace of 1783. While on that station, a rather remarkable incident occurred, which is thus stated in Mr. Meyrick's work, already alluded to:—

"On discovering three ships at a very great distance in different quarters, the captain about nine o'clock in the evening, ordered three boats to be manned, and gave the command of one of them to Mr. Turnor, who, after receiving directions which to capture, made towards the enemy's ship. In a short time he lost sight of her, but keeping to the point where she was first seen, came up with her several hours before day-light, and boarding her, took her without losing one man. She turned out to be a new American ship, armed with swivels, &c. On his return with his prize he discovered a ship, apparently in distress, and in coming up to her, found that all her crew had perished from famine, excepting one man, who was but just alive. He ordered him to be taken out, and every care taken of him. But on communicating to the captain on his return the circumstance, he received a severe reprimand for this act of humanity. For the captain, who was a humane man himself, concluded that the crew had not perished from famine, but by an epidemic disease, and therefore refused to receive the man on board till he was satisfied that he had no contagious disorder."

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\* A portrait and memoir of Sir Hyde Parker will be found in our XXth Volume, page 337. The official account of the action, however, will be found in the memoir of Sir Hyde Parker, son of the commander-in-chief on that occasion, Vol. V. page 295.



At the close of the war, Captain Leslie resigned his command; and, as he felt an attachment to Mr. Turnor, he proposed that he should accompany him to England, handsomely proffering his interest to forward his promotion. Mr. Turnor accepted the friendly offer; but, unfortunately, the death of Captain Leslie, a fortnight after he reached England, robbed him of his expectations.

He most laudably availed himself of the opportunity, which the peace afforded, of devoting himself, for a twelvemonth, under able masters, to the study of those sciences which related to his profession.—Soon afterwards, through the interest of Admiral Barrington,\* he was appointed to the *Bombay Castle*, a guardship at Plymouth, then commanded by Captain Herbert Sawyer.† Mr. Turnor had been only a short time on board of this ship, when his brother officers, to whom he had greatly endeared himself, evinced a remarkable proof of their friendship and high opinion, which led to his future fortune in the service. It was, we believe, about the month of February, 1786, that his Royal Highness Prince William Henry, now Duke of Clarence, was appointed first lieutenant of the *Pegasus* frigate, then lying in Hamoaze. The lieutenants of the *Bombay Castle*, solicitous to shew their respect for the Prince, took an early opportunity of requesting him to honour them with his company to dinner; an invitation which he was pleased to accept. Mr. Turnor was also invited; and, in a day or two afterwards, he was honoured with an offer from his Royal Highness, to join him on board the *Pegasus*. He very gratefully accepted this offer—for which, he subsequently found, he had been indebted to the strong terms in which his superior officers had recommended him to the Prince;—and, having obtained the captain's permission, he joined the *Pegasus* on the 4th of March, 1786. On the 10th of April following, the Prince was made post in that frigate; and, on the 5th of June, he sailed, in company with the *Rose*, commanded by Captain Henry Hervey, for Newfoundland. Accompanying his Royal Highness,

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\* A portrait and memoir of this officer will be found in our IVth Volume, page 169.

† Captain, afterwards Admiral, Sawyer commanded the *Bombay Castle*, from the beginning of 1783 to the close of 1785.

Mr. Turnor visited his Majesty's settlements at Newfoundland, North America, and the West Indies; and, on the 27th of December, 1787, after an absence of a year and a half, he arrived in Plymouth Sound. He remained with his Royal Highness, as long as he held the command of the *Pegasus*, and had the happiness of being honoured with his friendship ever after.

On the 22d of November, 1790, through the interest of his royal patron, he was promoted to the rank of lieutenant, in the *Camilla*; and, from that period, he had the good fortune to be constantly employed. He was appointed fourth lieutenant of the *Robust*, commanded by the Hon. Captain George Keith Elphinstone, now Lord Keith,\* on the 15th of February, 1793; and, having sailed on the 7th of June following, for Toulon, he arrived off that port on the 14th of July, and was present at its surrender to the commander-in-chief, Lord Hood, in August.† While Toulon remained in possession of the English, he had an opportunity of seeing considerable service; and, on its evacuation, on the 18th of December, 1793, he was employed by Captain Elphinstone in the dangerous service of assisting in the embarkation of the troops. In discharging this duty, Lieutenant Turnor was the last who quitted the shore.

On the 9th of April, 1794, he was appointed sixth lieutenant of the *Glory*, commanded by Captain John Elphinstone. On the 18th of the same month he was made fourth lieutenant; and, having joined the Channel fleet, he was in the memorable action of the 1st of June following, in which the *Glory* dismasted two of the enemy, compelled another to strike, and had 13 men killed, and 39 wounded.‡

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\* A portrait and memoir of this officer appear in the Xth Volume of the *NAVAL CHRONICLE*, page 1.

† A memoir of Lord Hood will be found in the IIId Volume of the *NAVAL CHRONICLE*, page 1, *et seq.*; and, for the particulars of the surrender and subsequent evacuation of Toulon, the reader is referred to pages 25, 102, 192, and 288 of the same Volume.—A portrait of Lord Hood is given in Vol. XI. page 400.

‡ For various details relating to this engagement, the reader is referred to our memoirs of the following officers, who shared in the perils and glories of the day:—Lord Howe, Vol. I. page 1; Captain J. Harvey, Vol. III. page 241; Sir Roger Curtis, Vol. VI. page 261; Lord Gardner, Vol. VIII. page

On the 12th of March, 1795, Mr. Turnor was appointed third lieutenant of the *Monarch*, at that time the flag-ship of Rear-admiral the Hon. Sir George Keith Elphinstone, with whom he sailed to the Cape of Good Hope, and was present at the capture of that settlement, in the month of September following.\* Aware of the Duke of Clarence's wish, respecting Lieutenant Turnor's promotion, Admiral Elphinstone took this opportunity of advancing him to the rank of master and commander in the *Star*, a captured brig, afterwards called the *Hope*. From the *Star*, Admiral Elphinstone soon removed him into the *Echo*, of 16 guns, in which he was ordered to proceed, with a small squadron, under the command of Captain (now Admiral Lord) Alan Hyde Gardner,† to effect the reduction of Columbo, on the island of Ceylon. His share of prize-money, resulting from the capture of that settlement, amounted to upwards of 12,000*l*.

Subsequently to the reduction of Columbo, Captain Turnor was ordered on a cruise; and happening, on his return, to fall in with Sir George Elphinstone's squadron, then in quest of the Dutch squadron commanded by Admiral Lucas, he was at its capture, in Saldanha Bay,‡ on the 17th of August, 1796. This event was doubly fortunate, as, in addition to the prize-money which it afforded, it gave the commander-in-chief an opportunity of promoting him to the rank of post captain, in the *Tromp*, of 54 guns, one of the captured Dutch squadron.

Soon after his attainment of post rank, Captain Turnor was ordered to the East Indies; and, while under the command of Vice-admiral Rainier, who succeeded Sir George Keith Elphinstone, he was, on the 26th of December, 1796, appointed to the command of the *Carysfort*, by the Lords Commissioners of the Admiralty. On the 3d of February, 1798, he was also appointed to the *Orpheus*; but, in consequence, we believe, of his being promoted to the

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177; Admiral Caldwell, Vol. XI. page 1; Admiral Berkeley, Vol. XII. page 89; Admiral Bazely, Vol. XIV. page 177; Lord Collingwood, Vol. XV. page 353; and Admiral Duckworth, Vol. XVIII. page 1.

\* *Vide* NAVAL CHRONICLE, Vol. X. page 9, *et seq.*

† A portrait and memoir of this officer will be found in our XXist Volume, page 357.

‡ *Vide* NAVAL CHRONICLE, Vol. X. page 13, *et seq.*



Trident, of 64 guns, by his commander-in-chief, before he received the Admiralty commission, he never took the command of either of those ships.

It was on the 20th of March, 1799, that Captain Turnor was appointed to the Trident, of which he retained the command till his decease; which, to the regret of his family, and the loss of the service, took place in the forty-second year of his age, off Prince of Wales's Island, in latitude 50° 40' north, and longitude 90° 40' east, between the evening of the 1st, and the morning of the 2d of January, 1801.

It is proper to add, that, while in the East Indies, Captain Turnor gained great credit, by the spirit and address which he displayed, in quelling a mutiny on board of his ship.

It was a circumstance highly gratifying to his family, as well as honourable to his own private and professional character, that the solicitous attention of his Royal Highness the Duke of Clarence to his interest, from the period that he first sailed with him, in the Pegasus, to the moment of his decease, was uniform and unremitted. This simple statement of the fact, forms the best eulogy that can be offered, either to the patron or the *protégé*.

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#### HERALDIC PARTICULARS.

The ancestor of the Turnors, who settled in Cardiganshire, in the reign of Charles the II<sup>d</sup>. had issue, Lewis Turnor, of Crûgmaur, in the parish of Llangoedmawr, who, in the beginning of the last century, married Maud John, of Trevorgan, in the same parish, by whom he obtained a third part of that estate. This Lewis died in December, 1753; and, having lost his eldest son, who died a bachelor, he left his landed property, in the parish of Moelgrove, Pembrokeshire, and in the parish of Llangoedmawr, in Cardiganshire, to his second and youngest son, John, who, in June, 1756, married Margaret Gyon, of Fynnawn Coranau, in Pembrokeshire, by whom he had five sons—David, Lewis, John, (the subject of the preceding memoir) William, and Griffith; and six daughters. He died suddenly, intestate, in June, 1775, for which year he was on the list of nomination for serving the office of high sheriff for the county.

His eldest son, David, who purchased Wervilbrook (the brook of the thousand men) was bred to the church. He was acting magistrate for the county of Cardigan, and married Catherine Haygarth, the only surviving child of the Rev. Wm. Haygarth, rector of Enham, and Upton Grey, in the county of Hants, by whom he had two sons: William, captain and adjutant in the 14th regiment of foot; Lewis, a solicitor; and three daughters, of whom only two are living. He died on the 7th of March, 1799, having

been suddenly taken ill, and speechless, the day before, as he had concluded administering the sacrament to a sick man in the parish of Pen-y-bryn, of which he was rector.

The Rev. Lewis Turnor, second son of the above-mentioned John, who purchased Wervilbrook of Mrs. Catherine Turnor, in 1802; and William Turnor, Esq. of Cardigan, the fourth son, with three sisters, are the only survivors of the eleven children of the afore-mentioned John and Margaret Turnor.

**ARMS.**—Or, between two Pallets pean, an Ionic pillar erect, entwined by a serpent proper, murally crowned, and langued gules; on a chief azure, a trident in bend of the field, surmounted of a sword saltireways, argent; pomel and hilt, gold.

**CREST.**—On a wreath of the colours, a trident or, the staff azure, surmounted of a sword as in the arms, both encircled by an eastern crown of the first.

**MOTTO.**—Fato Prudentia Major.

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## NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

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NANTES IN GURGITE VASTO.

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### ADMIRALTY SIGNALS.

*Lloyd's, December 6, 1810.*

**A**LL masters of vessels passing up and down Channel are recommended by the Committee of this House, on the appearance of an enemy's cruiser in the day or night, to make signals, either by firing guns, burning false lights, or setting off rockets, by which it is hoped, from the number of his Majesty's ships cruising in the Channel for the protection of the trade, many vessels will be retaken, if not preserved from capture. It is also recommended to all masters of vessels to attend particularly to the signals at the respective signal stations on the coast, as explained underneath:—

“ For ‘ an enemy's frigate or frigates,’—one ball above a flag.

“ For ‘ the enemy's small cruizers,’—two balls above a flag.

“ For ‘ an enemy's ship or vessels close under the land,’—three balls above a flag.

“ N.B. These signals will be hoisted at the yards, the ball perpendicular, and a pendant at the mast-head; and no signals made at the signal posts but those above-mentioned, are to be attended to by merchant vessels.

“ This Notice is given, in order to prevent any inconvenience to the trade until the Signals issued from the Admiralty shall be delivered from the different Custom-houses when vessels clear out.”

## CULTIVATION OF COTTON.

THE very cheap rate at which cotton can be produced in India, renders it peculiarly desirable that the East India Company should encourage the cultivation and importation of so important a material for the industry of Great Britain. It is well known that although the cottons of Surat are almost exclusively those imported by the East India Company, cotton of a very superior quality may be produced on the territory of the Company, and in quantity amply adequate to the consumption of Great Britain. It would obviously be the interest of this country to encourage the importation of the raw material rather than the manufactures of India; and to that advantage would be added the important consideration of becoming independent of America for an article, now become actually of the first necessity in our manufactures.

## FRENCH MARINE SCHOOLS.

It appears from the following Decree, that the navy of France is, at length, obtaining some portion of that favour which Buonaparte has hitherto almost exclusively bestowed on the army. Two schools for the instruction of youths intended for the naval profession are ordered to be immediately formed at the ports of Brest and Toulon. The acknowledged skill and ability of the officers of the French navy, previously to the Revolution, were principally derived from their being brought up in similar institutions.

*“ Palace of Fontainebleau, September 27, 1810.*

“ We, Napoleon, Emperor of the French, King of Italy, Protector of the Confederation of the Rhine, Mediator of the Swiss Confederation, &c. &c. have decreed and do decree as follows:—

“ Art. 1. There shall be formed in each of our ports of Brest and Toulon, a special School of Marine.

“ 2. These schools shall be under the orders of the Maritime Prefects.

“ 3. No one shall be admitted to these schools but by a decree; he must be not under the age of 13; nor above 15, of a good constitution, and without bodily deformity.

“ 4. The number of pupils at each port is fixed at 300; and each shall pay an annual pension of 800 francs.”

[Here follow a great many other regulations with regard to dress, nature, and mode of instruction, &c.]

## LEGAL DETERMINATION OF VOYAGES.

AN important decision on this subject took place in the Court of King's Bench, on the 26th of June last.—In the case of *GLADSTONE v. GILDART*, a special point had been reserved for argument; namely, whether the Liverpool Dock Company had a right to charge duties both in and out, as for two voyages, where a vessel, having taken the benefit of the Liverpool Docks, on a voyage to America, had delivered her cargo at Halifax, had



thence proceeded with another cargo to Demerara, having delivered her Halifax cargo, where she took in another cargo for England, with which she proceeded to Liverpool, the port whence she originally proceeded on her voyage.

Mr. Clarke, for the plaintiff, contended that this was a double voyage. Touching at two ports, where the duties were the same, and delivering cargoes at each, he argued, formed an intermission of, and departure from, the original voyage, which ought to be held as from some one port in any particular division or quarter of the world, and back again to the same port whence the vessel originally sailed. Here, however, the vessel had sailed to Halifax, where she delivered her cargo, and, instead of taking in another cargo at Halifax, and thence returning to Liverpool, had proceeded to Demerara, where she took in a fresh cargo, and proceeded thence on a fresh voyage to Liverpool; by which, he contended, the duties inward, as well as outward, had been incurred.

The Court was of opinion, that the voyage out and home comprehended the whole of any particular voyage, and was not terminated in consequence of the vessel touching, and even taking in a fresh cargo, at any intermediate port. Had the vessel gone to any port where the rate of charge was higher than at that to which the clearance had been made, that would have formed a separate question; or had the vessel returned to any other port in this country, where she might be supposed to be domiciled, from thence have gone back to America, and then returned to the port of Liverpool, then the charge, as for a voyage home, would have arisen.

#### MERMAN.

A LETTER from Monmouth, dated November 13, 1810, contains the following statement:—

“About eight o’clock yesterday morning two fishermen going down the river in their truckles, fishing for salmon, found their net much heavier than usual; and on coming to shore they found it contained a huge monster, the upper part bearing the exact resemblance of a man, the middle of a beast, spotted like the leopard, and a tail like a fish; the hair on his head green: he has red eyes, and tusks five inches and a half in length, and measures from head to tail 18 feet and three quarters. He is now deposited in the Town-hall, for the inspection of the curious.”

We should like to see this account properly authenticated.\*

#### DEATH OF THE FRENCH ADMIRAL BRUIX.

GOLDSMITH, in his *Secret History of the Cabinet of Buonaparte*, presents a curious contrast between the conduct of Admiral Bruix, who commanded the flotilla at Boulogne, and that of the Grand Judge, who presided at the trial of General Moreau, and who afterwards suffered himself to be beaten

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\* For various documents relating to the existence of mermaids, vide *NAVAL CHRONICLE*, Vol. XXII. page 276; and Vol. XXIII. page 194,

by the newly-made Emperor. "There existed," says Goldsmith, "a difference of opinion about some naval operations between the admiral and the tyrant, who was very abusive; Bruix answered him with spirit, when Buonaparte struck him in the face with his fist, upon which the admiral drew his sword, and would have run him through the body, but was prevented by the officers who were present; this quarrel took place on the beach of Boulogne, and many people saw it. Bruix pulled off his epaulets, and stamped upon them, as also upon his cross; he resigned his post as admiral and as counsellor of state: he died very soon after, and no doubt by poison.\* It was propagated by the agents of Buonaparte, that he died of a broken heart, from having received this insult; but this cannot be true—he had resented it as a man of spirit. I remember being one day with Rêal, who shewed me a passage in a book written in England, which stated that Buonaparte kicked his ministers; "No, no," says Rêal, "he does not kick, but gives *coups de poing* (blows with the fist.)"

## MARITIME BULL.

*Fresh water sailors* were recently designated by an Irish Barrister, more remarkable for his good nature than his erudition, as *dry water* mariners. This is a description of mariners, we presume, unknown on this side the *Acrring-brook*.

## NEW SHEATHING.

A PATENT has been taken out, by a merchant, for a mode of sheathing the bottoms of ships with materials intended as a substitute for copper.

## NAVAL RESURRECTION.

A BRITISH sloop of war, which was lost about 30 years ago, with a great number of passengers, on Lake Ontario, in America, was lately discovered 44 miles east of the fort, 20 feet below the surface of the water. This vessel was in all probability one of the flotilla constructed at the commencement of the American revolutionary war, by captain, now Admiral Schank.

## NELSON FAMILY.

THE Right Hon. and Rev. William Earl Nelson and Duke of Bronte, D.D. has resigned into the hands of the Lord Bishop of the diocese of Norwich, the Rectory of Little Brandon, in this county, to which living his Lordship was twice presented by the late patron, John Berney, Esq. of Bracon-hall: he was first instituted in 1793, and represented in 1799, on his Lordship's accepting the living of Colton.

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\* "The poison which Buonaparte administered to his victims, is, as I have been very credibly informed, prepared in the following manner: arsenic is given to a pig, which they hang by his legs, and the substance which drops out of the mouth and nostrils is collected, and goes through a chemical process. The entrails of the victim are not destroyed, nor is there any appearance of poison having been administered."

## SHIPWRECK-EXPEDIENT.

A GENTLEMAN of Bristol has proposed a new method of preserving the lives of persons shipwrecked, principally by having the mattresses used in ships formed of cork shavings. He suggests, that if each mattress were filled with the above, in a proportion equal to the support of a single man, a mass of them thrown overboard, linked together by ties at each corner, would form an extensive raft, capable of sustaining a number of men, and convey them to the rocks or shore, with far more safety than common rafts, which are frequently disjointed by the blows they receive.

## NAVAL PRIZE INVENTIONS.\*

THE Society for the Encouragement of Arts have conferred their silver medal, for a method of knowing the hour in the dark by a common watch, on Mr. G. Spark, of Elgin; for a method of rendering pistols more safe to the bearer, and more effectual in use, on Mr. E. Baker, of Whitechapel Road; for an elastic steel rupture-truss, on Mr. J. Whitford, St. Bartholomew's Hospital; for spring crutches for invalids, on Mr. G. Prisley, Church-street, Soho; and the medal, accompanied by forty guineas, on Mr. I. Morrison, Holborn, for implements whereby persons who have lost their hands may usefully assist themselves.

## CONQUEST OF LISBON BY THE NATIVES OF CORNWALL.

THE following very curious passage is extracted from the Rev. Mr. Polwhele's *History of Cornwall*, recently published:—

“ History seldom exhibits a more interesting, or, perhaps, a more varied prospect than is now opening before us. Though limited by the Tamar, or rather by the boundaries of ancient Cornwall, in respect to other parts of England; yet our views into distant countries, will be of very considerable extent. And we have many opportunities of visiting Europe, or even Asia, which, the more general historian would vainly wish to seize; occupied as he must be by a multiplicity of objects at home, and, precluded therefore, from expatiating abroad. From the connection of the Cornish with the Danes and the Norinans, the Welch and the Armoricans, we should resort, perhaps with advantage, to the memoirs of these people, for illustrations of the history of Cornwall. With Denmark our intercourse was neither so early nor so frequent as most writers have stated; and our commerce with Normandy was not more intimate than that of the rest of the island. It was with our relations the Welch, and the Armoricans, (particularly the latter) that we maintained a considerable correspondence for ages. It was with the kindred Welch and Bretons, that we joined our forces in warlike enterprise: and the soldiers of Cornwall, of Wales, and of Britany, were alike regarded for conduct and valour: whether they led the van in Europe,

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\* The inventions here recorded were erroneously omitted in our report of Naval Premiums and Rewards bestowed by the Adelphi Society in 1810, page 414.



or conquered on the plains of Asia. There was one event, of all others the most effectual, in strengthening the alliance of the Cornish with their ancient friends; I mean the war against the infidels of the east. This was a common bond of union. And carrying our forefathers into the midst of nations, before unknown almost by name, every expedition had a salutary effect, inasmuch as it improved the manners, and opened new sources of intelligence. In my former notice of the Crusades, I could not but regret the circumstance, that both the exploits and the names of our Cornish religionists, were for the most part buried in oblivion. Yet, if imagination were to connect the counts of Edessa, or the emperors of Constantinople, with the earls of Devon, or the lords of Boconnoc, the tale of the wars of Palestine would be deemed no unwarrantable episode in the history of Cornwall. At a very early period, however, our attention is drawn to the Crusaders, anticipating the glory of conquest, on European ground. And the incident to which I allude, will display our martial spirit in a new and striking light, and almost give credit to the tales of Cornish heroism, before received as fabulous or apocryphal. But, it is an occurrence which authors have coldly and casually mentioned, or obscurely represented; which our own annalists have overlooked; and of which Cornish tradition has lost every trace. With pride, then, I hasten to throw a splendour over Cornwall which must eclipse even the lustre of her Arthur's fame; conscious that I am the first to dissipate from an achievement unparalleled in war, the mists that have so long enveloped it, and to bring it to the view in all its radiance. That Lisbon was wrested from the Moors by a fleet of European crusaders, which arrived at the mouth of the Tagus, when that city was besieged by the Christians, has been told without interest, and repeated without curiosity. Puffendorf slightly mentions the assistance of the Netherland fleet, in expelling the Moors from Lisbon. From the *Lusiad*, however, it appears, that the reduction of that city was too memorable an event to be transiently noticed. It seems that the greater part of the crusading fleet were English; whose successful interposition, at such a crisis, must have raised gratitude and admiration in the minds of the Portuguese: and the applause of a foreign poet should be deemed of sterling value. The achievement which is so finely blazoned, was of the utmost importance to the infant monarchy of Portugal. Lisbon, one of the finest ports in Europe, was, before the invention of cannon, of great strength. The old Moorish wall, flanked by seventy seven towers, was about six miles in length, and fourteen in circumference. And besieged by Don Alonzo it is said to have been garrisoned by an army of 200,000 men. That Don Alonzo, then, would have taken the city, without the assistance of the bold adventurers before us, is extremely improbable. Who these adventurers were, or from what part of England they came, seems a natural inquiry. But to our national chronicles we look to no purpose for information. In the historic records at Paris, however, we find that the English armament was from Cornwall and Devon. But still more happily we bring our researches to a point, from the evidence of a Welch traveller, Udal-ap-Rhys. This writer, in his tour through Portugal, informs us, that Alonzo

gave his English friends Almada on this side of the Tagus opposite to Lisbon: that Villa Franca was peopled by the English; and that they called it CORNUALLA, unquestionably, in honour of their native Cornwall! thus, conquerors of Lisbon, the heroes of Camoens were Cornishmen. And thus, in one of the most beautiful and fertile spots in the world, and in the finest climate, was established, by Cornish intrepidity, the sovereignty of Portugal; a sovereignty which, in time, spread its influence most extensively, and gave a new aspect to the manners of nations!"

#### DISCOVERY OF PAPERS RELATING TO THE CHEVALIER DE LA PEYROUSE.

WE copy the following statement from the *Times* newspaper, which professes to have received it through a channel entitling it to implicit belief.

"An officer of the name of Edwards, belonging to the 8th regiment of light dragoons, which has been long on service in India, was proceeding to New South Wales in the *Venus*, for the benefit of his health. When the vessel was off Van Diemen's Land, Lieutenant Edwards and some others landed for the purpose of amusing themselves, and seeing a little of the country. After walking about for some time, some of the company perceived an inscription cut in the bark of a tree, the characters of which were nearly obliterated or filled up. The date, however, was legible, which, by a singular coincidence, proved to have been inscribed exactly that very day seventeen years. As the whole of the inscription, from the circumstances we have stated, could not be decyphered, the company returned on board, giving up all idea of further research. The extraordinary discovery having made a deeper impression on Mr. Edwards than it did on his fellow passengers, he determined to make another attempt to decypher the inscription; for which purpose he went on shore the next morning, accompanied by some persons to whom he had imparted a portion of his zeal and curiosity. Their first proceeding was to clear away the bark from the tree, by which means they found that the impression on the body of the tree was so strong as to be legible. They ascertained from it that something of consequence was buried at the root of the tree.

"Mr. Edwards immediately set to work with an iron instrument they had brought on shore, and after digging for a short time, it came in contact with a glass bottle, and broke it, but fortunately the contents were not injured. Upon examination they were found to consist of four letters; two of which were addressed to persons at that time filling situations in the government of France, and the other two to ladies. A paper also accompanied the letters, which were carefully sealed, requesting whoever should find them to forward them to their respective addresses. Mr. Edwards, under these circumstances, as well as in observance of the sentiments which should animate an officer and a gentleman, did not feel himself warranted in opening the mysterious papers, but carried them in the state they were found to the Governor of New South Wales, at whose disposal he was anxious to place them. The Governor, however, considering Lieutenant Edwards as best entitled to the merit of the discovery, submitted to him

the propriety of transmitting them himself to the British government. This suggestion was adopted, and Mr. Edwards forwarded the letters unopened with an account of the manner in which they were discovered, by the Dromedary storeship, to his father in London; who, in conformity with his son's request, has placed them in the hands of the Secretary of State for the Colonial Department.

"That the letters contain some information relating to the fate of that very able and much-lamented mariner Peyrouse is most probable; for the latest intelligence obtained of him was not far removed from the date of the inscription, when he was continuing his researches in the same quarter."

It is supposed that the letters have been transmitted to France, by Government, precisely in the state that they were received.—The subjoined letter, which was addressed to the Editor of the *Times*, in consequence of the above statement, is deserving of perusal:—

"SIR,

"In the article relative to Chevalier De La Peyrouse, in your paper of this day, you say, "the latest intelligence obtained of him was not far removed from the *date* of the inscription, when he was continuing his researches in the same quarter." In another part of the same article that date is said to be "exactly 17 years," from the time of the discovery of the inscription on the tree, on Van Dieman's Land, by Lieutenant Edwards. I wish the period of Mr. Edwards's discovery had been stated; but as it appears from the context to be of a date not very remote, I shall consider it as having taken place within the last two years. Now, I saw la Boussole and l'Astrolabe, under the command of Monsieur De La Peyrouse, enter Botany Bay, and anchor there, on the 26th of January, 1783. On the 24th of February following, I breakfasted and dined with the Chevalier De La Peyrouse on board la Boussole. A few days after, three of the French officers crossed from Botany Bay to Port Jackson, where they dined, passed the day, and remained till next morning, as the guests of myself and some other British marine officers. On or about the 12th of March, 1783, La Peyrouse sailed from Botany Bay; and, as *I believe*, was never after heard of.

"I shall subjoin my name and place of address, although it is not necessary that they should appear, should you consider this communication worthy of a place in *The Times*.

"I have the honour to be, your very obedient servant,

"W ——— T ———.

"Woolwich, Nov. 6, 1810."

"Colonel of Royal Marines."

"P. S. Mons. De La Peyrouse told me, that he had sailed from Brest in August, 1785. Except himself and the Chevalier Clonard, who commanded the other ship, all the French officers with whom I conversed were eager to return to Europe; but they believed in general that their voyage of discovery would not terminate in less than four years from its commencement; for which period of time, *I have reason to believe*, the equipment of the expedition was calculated."



## CORRESPONDENCE.

MR. EDITOR,

**O**BSERVING in a former Volume\* of your CHRONICLE, the death of Fitzowen George Skinner, Esq. a commander in the royal navy, and late of H. M. S. Trinculo, I conceive the following short sketch of his life may not be unacceptable. Although Captain S. had not yet attained that rank and fame in the service, to furnish materials for one of the biographical memoirs, which form the leading article of each number of the NAVAL CHRONICLE, yet we may affirm with great truth, that in him the service has suffered a severe loss; and it is not right that such a man should steal to his grave without some brief memorial of his virtues and his talents.

Captain Skinner was brought up under Sir H. B. Neale, who at that time commanded the St. Fiorenzo, and was with him when he brought his ship with so much judgment from amongst the mutineers at the Nore. He was also with Sir H. B. Neale, when, in company with the Amelia, he fought three French frigates on the coast of France, but which escaped in consequence of the latter being dismasted, and being close in with the French ports. In the course of their service, his captain, whose character needs no eulogium, became sincerely attached to him, and finding him, in every respect, an admirable officer, in the year 1804, succeeded in getting him made a commander. On the breaking out of the present war, which succeeded the short peace of Amiens, Captain Skinner made perpetual offers of his services, and was at length, in the beginning of the year 1808, appointed to the Hindostan, of 24 guns, and 150 men, which was employed as a store-ship in victualling Sir C. Cotton's fleet, at that time blockading Lisbon. In the autumn of the same year, he was appointed to the Goldfinch, of 10 guns, and 74 men, one of a class of vessels built on a plan of General Bentham's, well calculated for sailing, but for no other purpose, and intended for the destruction of the small French privateers which infest the Straits of Dover; but unaccountably as it may seem, hardly ever employed upon this service. In this vessel, on the 18th of May last, as he was cruising off Bilboa in the night, he fell in with a large French corvette, of 14 guns and 130 men, called la Mouche, which he engaged at three in the morning, and continued in close action till about eight, when the French captain took advantage of a breeze to make his escape, and the Goldfinch having suffered much in her masts and rigging, was incapacitated from following him. Captain Skinner had three men killed, and twelve wounded.

A few days afterwards the corvette was taken, off St. Andero, by the Amelia, Captain Irby, who, in his letter to the Admiralty, made honourable

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\* Vol. XXIII. page 520.

mention of Captain Skinner's conduct. It appeared from the French captain, that in the action with the *Goldfinch*, he lost two men killed and nine wounded. Upon this occasion, Captain Skinner received flattering letters from the admiral of the fleet, and the port admiral, and his conduct was considered such as entitled him to a better ship. Before he returned, therefore, from his subsequent voyage to Cadiz, he received from the Admiralty an appointment to the *Trinculo*, at that time just launched, and one of the finest sloops in the service. There was now an opportunity opened to him of distinguishing himself, which was as suddenly closed by one of those unforeseen events which baffle all human calculation; and all his hopes of fame and honour were closed for ever: he had contracted a violent cold, on his return from Cadiz, in consequence of keeping open his cabin window at night, for the accommodation of a gentleman who came home with him as a passenger, and who was afflicted with an asthma. By the time he arrived off Falmouth, his disorder increased considerably, and in his anxiety to land despatches from the Marquis Wellesley, then at Seville, he was exposed to a great deal of bad weather, in the latter end of October, 1809; and after making use of the speaking-trumpet, when it blew a gale of wind, in a fit of coughing he broke a blood-vessel. However, as it was the first wish of his heart to go out in his new ship, he proceeded to Portsmouth, and had nearly fitted her for sea, when he broke the ruptured vessel a second time. The physician of the fleet then gave it as his opinion, that it was certain death to enter into active service, and ordered him home, where he gradually declined, till death put a period to his sufferings!—Such is the brief sketch of the life of this excellent young man. As an officer, his merits were of the highest order, and gave promise of his one day earning the right to be enrolled in the annals of his country, amongst those who have done so much honour to it by their courage and capacity. An attention to his duty that was unremitting, a perfect knowledge of his profession, an intrepidity that never failed him when death was before his eyes; but, above all, a lively regard to the comforts of his crew, formed only a part of those qualities which distinguished him as an officer. On board his ship he never allowed the meanest cabin-boy to be struck, and perhaps there was no other in which there were fewer punishments. Those only, who knew him intimately, can form an adequate idea of the kindness and virtues of his heart: he was the delight of his friends; and it may be said of him, with the greatest truth, that he was one of the ornaments of the arduous and honorable profession he had chosen.

PHILONAUT.

MR. EDITOR,

**I**N many instances I have witnessed the impropriety of men of war passing each other, and sometimes very close, without exchanging numbers. It would certainly be conducive to the good of the service, were every ship falling in with another to make known her name; as I have, I assure you, seen ships of war pass each other, when each had information to com-

municate: and once it was my fortune to belong to a vessel, in which a number of officers and men were passengers for ships (supposed) at the port we were bound to; when, owing to the above cause, we *actually* passed through a squadron, of which those very vessels constituted a part.

Under the consideration that such is *frequently* the case, I submit that it would be not only *proper*, but *necessary*, that an order should be enforced, "for strange vessels, when casually meeting, *invariably* to make known their number;" as, by this means, they might *possibly* prevent officers from pursuing an useless voyage, of probably *half*, if not the *whole*, extent of the Atlantic.

I am, &c.

NIHIL.

MR. EDITOR,

Liverpool, 30th September.

**P**ERHAPS your home-bred readers may be interested by the following panoramic view of society and manners, and of the English language in the West Indies, presented by the enclosed selections from the Barbados Mercury, and Bridge-Town Gazette, published twice a week, at the price of 6 dollars *per annum*, with the following epigraph. Your's, &c.

THOMAS INKLE.

"*Sit mihi fas audita loqui*,"—*et quæ ad Rempublicam pertinent in lucem proferre.*

#### EDITORIAL POLITICS.

For a more clear and comprehensive view of the jarring interests and political contentions of the BRITISH CABINET, given from the *London* papers to which we have before alluded—we refer the reader to our selections under their proper arrangement.—We shall, therefore, now pursue the rumours that have so fertile sprung up in the present week, and by their local interest claim our particular attention: as, however, we do not mean to impose on the *gullibility* of those panting politicians who seize with too much avidity every breath of news that reaches them, we first beg our readers, generally, to bear in mind the trite fable of the "*Three black Crows*"—for something like this, or the story of a *Cock* and a *Bull* and a *roasted Soldier*, is that which has spread far and wide within the last day or two.

#### BARATARIAN POLICE.

##### BARBADOS.

BY HIS HONOR THE PRESIDENT, &c. &c. &c.

##### A PROCLAMATION.

WHEREAS some evil-disposed Persons have, within the last ten days, raised two *False* ALARMS, to the great inconvenience, annoyance, and expense of the Inhabitants of this Island, I do hereby offer a Reward of



**FIFTY POUNDS** to any Person who will give such information as will convict the Persons so raising the said False Alarms.

Given under my Hand and Seal at Arms, at *Pilgrim*, this 30th November, 1809.

JOHN SPOONER.

**GOD SAVE THE KING!**

By His Honor's Command,

JOS. D. HUSBANDS, *Dep. Sec.*

**TROPICAL CONVIVIALITY.**

S. P. Q. U.

THE Members of the Right Worthy and Amicable Order of **UBIQUARIANS** are requested to meet their *Dictator* in Grand Convention, at Free Masons' Hall, on Tuesday the 5th day of December next, by Twelve O'Clock at Noon.

Nov. 28.

J. W. E. ELDER, *Sec.*

**THE RIGHTS OF MAN!**

THE Subscriber will sell a Carpenter Man, who is completely master of his trade, and is not more than 28 years of age—healthy, sober, and industrious; also a young Man, a good Sailor, who has been employed for some time in a Mail-boat. For terms, &c. apply to

Oct. 7.

E. H. MOORE.

ABSENTED himself from the Subscriber, a tall, thin, Black Man, named *Harry Jack*, about five feet ten inches high, with very thick lips; a carpenter by trade. A Reward of **SIX DOLLARS** will be given for apprehending and lodging him in the Cage. All persons are warned not to employ him, and Masters of vessels from taking him off the Island, as the Law will be rigidly enforced against any such offender or offenders, by

Nov. 4.

FRANCIS GIBSON.

FOR Sale,  $32\frac{1}{4}$  Acres of LAND, and the commodious Buildings thereon, with or without 23 Slaves, the property of Dr. Thomas Clarke, late deceased, called *Amey's*. The fertility of the soil, and healthfulness of the situation, are well known; and there is a most promising crop on the land. The Slaves are natives, and well-disposed people. For particulars apply to the Subscriber, on the premises.

Dec. 2.

ANN W. CLARKE.

To be sold at the Store of the Subscriber, for Cash on delivery,

Twenty barrels superfine flour, 20 barrels crackers, 30 bags navy bread, 10 boxes candles, 10 bags cocoa, 5 barrels pork, &c.; also a negro woman,

*an excellent washer and field negro.* At private sale, two Stone-wall Dwelling-houses, fit for the reception of small families, one situated in the Church-yard, to a tenant at will; the other in Moll's Alley. For further particulars inquire of

Dec. 2.

BENJ. B. CAVIN.

MR. EDITOR,

**T**HE newspapers have informed us, that some adventurers lately sailed from Boston, in America, to the Island of Tristan de Cunha—in future to be called the Island of Refreshment—with the view of raising supplies for vessels bound to the Cape of Good Hope and the East Indies.

I have not observed, in the tracks laid down, that any of our circum-navigators have been at Tristan de Cunha; but I have seen a track of Captain Bouvet's passage from the Isle of France to South America, in which that island is included as having been touched at. Tristan de Cunha is situated in longitude  $13^{\circ} 25'$  east of Greenwich, latitude  $37^{\circ} 10'$  south; and its soil and climate are said to be similar to those of Madeira and the Azores, and its harbours are represented as better. From the projected establishment of the American adventurers, mentioned above, the island seems likely to become important: it would, therefore, be interesting to know its extent, &c. and whether Captain Bouvet's voyage were ever published. This information, some of your Correspondents may, probably, be able to furnish.

The sovereignty of the Island of Tristan de Cunha will, it is presumed, be in the American government, as subjects cannot divest themselves of their country and its rights over them; but it would occasion a curious difficulty, if one American, and one Englishman, and one Spaniard, with their wives, were to settle there, and each having children, to form a colony! To which of the governments of Spain, America, or England, would the inhabitants be subject, or would they be a free nation?

I am, Sir, yours,

Nov. 6, 1810.

OCEANUS.

MR. EDITOR,

**B**Y inserting the accompanying observations of the Editor of the Sussex Paper in your NAVAL CHRONICLE, it will oblige

A BRITISH MERCHANT.

The audacious and increasing temerity of French privateers, along our coast, cannot fail to excite universal feelings of indignation and regret. Our merchantmen captured before our eyes—the national colours of our enemy floating, with gasconading insolence, along our shores, and effecting their escape with impunity, is, indeed, too much for an Englishman's reflection, accustomed, as he is, to behold the vanquished streamers of the foe, waving, in submission, beneath his country's flag.

It is, however, from trifling causes, we may deduce important effects, and the subject before us deserves our serious consideration, both in local

and political estimation. The evils complained of are evident to every man acquainted with our coast, and the remedies here proposed, are of the simplest nature.

The disgrace and loss resulting from depredations committed by the enemy's small craft, are the objects that demand our particular attention. We shall confine our observations to that part of the coast lying between Selsey Bill and Beachy Head, as from its extent, concavity of form, its almost dangerous shore, the impossibility of weathering a southerly gale upon it, at an anchor, and the great want of lights, and a convenient harbour along its range, with its vicinity to the coast of Normandy, whose privateers so much annoy our trade, render a discussion of our local situation particularly useful and interesting. Some public-spirited individuals, impressed with a proper sense of the necessity and utility of a harbour upon this range of coast, employed engineers of acknowledged character to take a survey of the whole extent, between Selsey Bill and Beachy Head, and the result of their researches were reports in favour of the situation at Newhaven, as the most central, and from its circumstances, best adapted as an asylum from a storm or an enemy; and, indeed, many other arguments may be adduced in its favour.

We understand an application to Parliament will be made in the course of the ensuing Session, for promoting such a harbour. It may also be expedient to consider the necessity of a LIGHT HOUSE; the utility of which requires no demonstration. Wrecks frequently occur on this coast, from a desire of keeping in-shore to avoid an enemy, as from ignorance of the concave figure of the land, and the consequent neglect of a sufficient offing; for if once embayed, during the night, in a gale of wind from the southward and westward, without a light for the direction of the mariner, a port to retire to, or a good anchoring ground to sustain his vessel, it is nearly impossible for him to weather Beachy Head. An enumeration of the wrecks that happen from these causes is unnecessary. But it must be manifest to every man that a Light House on the eastern side of Newhaven river, would serve as a mark for the river, and a proper monitor for ships bound eastward, which on a construction of the gas-light principle, might be lighted at a very trifling expense.

But our principal consideration must be directed towards the frequent depredations committed by French privateers, which of late years, and very lately, have been more insolent and destructive to our trade than ever. We have before observed, that the exposed situation of our coast to all southerly winds, compels vessels of every description to cut or slip their cables, to avoid the danger of being embayed; and ships of war, according to the prevalence of the wind, either up or down Channel, run for Portsmouth or the Downs, while coasters, making a large offing to escape the bay, run imminent risk of capture from those hordes of privateers which constantly sally from the ports of Normandy, who, perfectly aware of the system pursued by our cruisers, are enabled, constantly, to keep to windward of them, and by these means escape our gallant tars, and prove a severe annoyance to our commerce, even under our own cliffs. We do



not intend to complain of the conduct pursued by the naval commanders on our station; it is the insufficiency of the present system for the protection of our trade, to which we wish to direct the attention of our readers. Light-armed launches on our coast, might be essentially useful, if constructed on a principle similar to the life-boat. These vessels might be manned by our sea-fencibles, who would also furnish proper officers for such a command. And we doubt not, if a proper protection was offered to our fishermen, and others enrolling themselves voluntarily in this service, both from the impress, and militia ballots, granting them an equal share of prize-money, allowances when on duty, and provision, if wounded, an efficient and well-disciplined body of men, used to the boisterous elements, and the coast, might easily be formed.—We trust the leading men of the country will consider these observations worthy their attention, and that some measures will shortly be adopted for the better protection of our coast from the insulting visitations of our puny, but destructive foes.

MR. EDITOR,

**A**N old friend to the NAVAL CHRONICLE has read, at page 365 of the present Volume, the ingenious method invented by a Mr. Archbold, of converting salt water into fresh, and would be happy to know whether this method has been adopted on board any of his Majesty's ships, and if so, whether it fully answers the purpose with regard to simplicity of process, abundance of supply, and good quality of the water. He also would feel obliged by being informed who Mr. Archbold is, and where he resides.

12th December, 1810.

MR. EDITOR,

**D**IBDIN, if I mistake not, notices his interesting work styled the Female Crusoe, in his Life; not having the latter by me, I am unable to refer to it. Hannah Hewitt possesses, in my opinion, considerable merit, abounds with resources for the comfort of the shipwrecked, and certainly deserves honourable mention in your CHRONICLE. I shall, therefore, now conclude my condensed extract, as continued from page 470 of your last Volume.

“ I slept \* in great tranquility for several hours; and having awoken a considerable time before day-light, I began to ruminate on my situation, and to consider of every expedient necessary for me to adopt, in order to make it as comfortable as possible.

“ With the boat I had certainly lost many resources; and the few things I had been able to get ashore, as they consisted of some provisions we had brought away from the coast of Africa, such as a few jars of potted deer, and preserved fruits, they could not now be of service to me. I determined, at all adventures, not to return to the sand bank, and if I should

find it necessary upon any occasion to seek the sea shore, to do so as carefully as possible. The circumstance of the sea-lion, was a very serious caution. After turning my situation in every possible point of view, the smiling morn found me as chearful as itself. What had I to wish for but shelter, food, and raiment; and these the birds that warbled round my head, found easily, and were thankful for the blessing. Why then should I repine? In this cheerful disposition did I walk abroad; and while the birds hymned their gratitude to that Power that gave them another day, my heart in silent fervency joined the general thanksgiving.

“ I set about ascending the mountain whence the river seemed to derive its source; guessing, which I own was my greatest apprehension, that I should thereby discover whether any part of the place was inhabited. With great difficulty, in about six hours, I accomplished my purpose, when I plainly saw I was upon an island, according to my judgment, of about five miles and a half by about nine miles. I did not discern the smallest trace of buildings. I saw some wild deer, and an animal of the buffalo kind, and several species of monkies; but they all ran away from me, and took shelter in the woods. I had lost so much time, that I was under the necessity of sleeping by the side of an immense bason, which proved to be the source of the river; and which plainly, like the original reservoir at Antigua, was supplied by the clouds to fertilize the island. I passed, however, a very uncomfortable night: the bellowing, braying and chattering of beasts, and the hissing of snakes, filled my mind with a good deal of apprehension; and though I did not at all repent that I had made this experiment, I determined in future to keep in the more rocky part of the place, as I was convinced I should there be subject to less annoyance. Mistaking my way, I descended by another branch of the river, which led me gradually to a ridge of rocks that extended far into the sea: I was at first disappointed at this circumstance; but as I went on, I found I had no reason to be under much concern: for the plantain grew every where round in great perfection, and what gave me infinite pleasure, I found orange, lime, citron, shaddock, and olive trees; and, in the brakes, there grew in large quantities, a species of wild cotton. In addition to this welcome discovery, I found that the river spread through a verdant plain at the foot of a large rock. Near the plain, a large cavern ran into the rock to a prodigious extent, extremely in appearance like that part of the Derbyshire rocks, near Castleton, which is called one of the wonders of the Peak. Here, being supplied with oranges, citrons, and several other fruits, besides that of the plantain tree, having a large canal before my door, and being besides wonderfully sheltered from weather and other inconvenience; I thought I could not do better than set up my rest, especially as it was now high time to square the sort of life I should lead, by something like method and regularity . . . . .

“ . . . . The first step I took to effect my purpose, was to explore the different recesses of my cavern, which were divided and subdivided into apartments; rude, indeed, but some of them wonderfully compact and convenient. Some apartments sweat with humidity, others were choaked

up with brambles, and then such an universal gloom pervaded the whole place, that a light would be an article not to be dispensed with. In the first place, having observed a fissure which gave a glimmering into the interior of the cavern, I found it out on the outside, and having widened it by removing the earth and stones, which happened to be little more than rubbish, I at different times obtained a perforation equal to three feet square. This threw day into a great part of the cavern, in the nature of a sky-light, but the reader must not suppose, I was not aware that rain might enter also. I gathered some twigs from a tree, that were as supple as ozers; and wadding them together in the nature of an open work-basket, I formed them into a frame large enough for my purpose. Having done this, I got together a quantity of plantain leaves, and wetting those with a gum that oozed from a tree which seemed to be a species of the larch, I hardened them in the sun, and they grew tough and pellucid. These I placed on my frame; and having slightly wattled another coat of ozers to secure them, I fixed them into their situation, placing earth of an adhesive quality, like clay, neatly at all the extremities, in the nature of putty; and thus made a complete window by way of sky-light.

My next care was to contrive something like a couch to sleep upon. This I managed by forming a basket in the nature of a cot, which I lined with matting made of the rushes that grew in great abundance and variety by the side of my canal. Having done this, I gathered a large quantity of cotton, picked it and beat it with two sticks, and then spread it out in flakes, or, as the wool-combers call it, slivers; this done, I placed within my cot a layer of cotton and a layer of mats, until the whole formed a succession of mattresses perfectly elastic, and thus by a little ingenuity I contrived a most comfortable bed.

Clothes began now to be a material consideration. I had plantain leaves, and the leaves of the catalpa; but could I have sewed them together, their texture would not have borne it so as to last any time. The first attempt that was attended with any thing like success, was twisting cotton into a kind of ropes, and so winding it round every part, in the same manner as the Hottentots twist round them the intestines of animals; so that had the cotton been of many colours, I should have looked like a fury dressed out in snakes, but this fashion, which I found very uncomfortable, soon gave way to another. I dressed some fine cotton into as thin flakes as possible, by means of the prickly pear leaf, which is formed exactly like an instrument for carding. This done, I spun with a kind of common distaff a large quantity of cotton thread, some fine, some coarse; then, with a thorn that I used for a needle, I sewed the edges of these slivers together, till I had got a large piece: but this was making very little progress, for the least tension would have pulled all my work to pieces. What I had done, however, was a great point gained. My next scheme was to form a net with large open meshes, of an extent sufficient to cover my cotton; which having done on one side, I found it necessary to do the same on the other. Thus the cotton lay between the two nets, exactly like wadding in a cloak, and the net being fastened at proper distances by the knots, it kept pretty well



together. To effect all this took me a great deal of time, and was an inconceivable trouble to me; and, at last, I could do nothing with my netting, to answer any good purpose, till I had washed it, dipped it in gum water, and stretched it in the sun to dry. Having pretty well carried this point, I braided cotton thread into laces of given lengths; and, at last, formed a sort of dress, cut in the fashion, and laced on in the manner of a harlequin's jacket and trowsers. But, after all, this curious dress, so ingeniously contrived, gave way to another; which though it did not suggest itself till after I had taken so much trouble, was perfectly obvious, and answered every desired end; being nothing more than a jacket and trowsers knit with cotton in the nature of knitting a stocking. For my head, I formed a sort of helmet out of rushes, which I lined with fine cotton; and for my feet, I made sandals of very small oziers, which I lined with cotton, and fastened with laces.....

“..... As it was my intention to retire to the sand bank, on the evening of the day I left it, I brought nothing with me that could be of any use but a keg and a knife: the knife I unfortunately lost by the way, and this misfortune I very much lamented. Luckily my keg was strongly hooped with iron, and I had no doubt but I should be able to accomplish, by means of the hoops, after some difficulty, every thing I wanted: A fire was now indispensably necessary, and my business was either by friction or some other means, to procure one. I rubbed two sticks together, which certainly after some trouble emitted something phosphoric, but which, the wood being green, I could not fairly bring to a burning state. I then struck several hard stones against the hoops of my keg, holding some cotton underneath; but neither were the sparks strong enough, nor the cotton inflammable enough, to produce fire. At length, after a variety of ineffectual experiments, perceiving that some sand, which formed a few days before only an incrustation, had now by the heat of the sun become vitrified, I had great hopes I might effect my purpose through this medium, in the nature of a burning glass; for its form was very nearly concave, and I was not to learn that any thing concave, that has the power of reflection, acts according to the laws of reflection, and inclines the rays of light to a point in their axis, the burning depending upon the union of rays, and the union of rays on the concave spherical figure: thus I have known gilded wooden mirrors, falsely called alabaster, covered with gold or foil, nay, even mirrors made of paper covered with straw, to emit rays of heat, so as to burn inflammable objects, with which they have come in contact. I don't know how far an experiment would have answered my purpose, for I did not try one, an accident of a singular nature having prevented me: Looking round where I had swept together a vast quantity of leaves, which I had from time to time stript off the oziers, for I had made an excellent broom, on which heap was thrown heavy rubbish in order to keep my working place clean, a method I never neglected, a smoke issued from the place. I was instantly astonished at myself, that I had not thought of a thing so self-evident; this being a common expedient to procure fire: but it

is in our natures to search at random, for what reflection would have shewn us in a beaten track. I encouraged the heat by beating and pressing it down with more stones; till at length the smoke increasing, it burst into a flame, exactly upon the principle of an over heated hay-rick . . . . I encouraged my fire, and went so well to work, that it turned out of great use to me. I pitched upon a stone of the temper of porphyry for my anvil; and having taken off the hoops from my keg, I straitened them, and now I was in possession of seven pieces of iron about 27 inches long, three quarters of an inch wide, and the sixteenth of an inch thick.

“ . . . . Being now provided with every thing that could possibly be of use to me, even to a comb, which I formed out of the shell of a land crab, I thought there would be no crime if I went on even to luxuries, as it would give a new spur to my genius, and employ my mind ever active in those pursuits best calculated to expand it; and thus diversify my employments, so as to leave no time for the intruder care. . . . . I apportioned my time so as to have alternately some labour and some amusement.—This was my general mode of passing the 24 hours: I arose soon after the sun, and having offered up a most sincere thanksgiving to Him who had permitted me to survive so many trials, I walked out: and, according as I was guided by the tide, either sought for shell fish, angled in my river, or searched for such food as should be necessary for my present and future purposes. Having stocked myself to my mind, I retired home to breakfast; which meal by this time I had made very comfortable. In an infusion from the sago tree, I found a pleasanter and more nutritive beverage than tea, and the plantain-fruit kneaded and baked produced me an eatable at least equal to Yorkshire cakes. After breakfast, I went about all the manual labour necessary for that day, till 12 o'clock; when I set about my cookery, which generally consisted of limpets stewed with rice, or Indian wheat, with both of which I was now stocked; or else the hammer oyster roasted, or some other fish; with which, particularly one very delicious and extremely like the baracoota, my lake abounded. Immediately after dinner I went to writing, (with plantain leaves I had dried and prepared for the purpose, assisted with a corrosive substance and an iron pen.) This was my employment till four o'clock; then I indulged myself with a most delightful walk, in which I often made new discoveries. This was the most pleasing, yet the most melancholy part of the day; for though every object furnished me with a new motive for contemplation; and though every day's experience gave me fresh reason to throb with gratitude for the tranquility I enjoyed; yet the declining sun never failed to cast a gloom over me, which nothing perhaps but the imbecility of human nature can either account for, or excuse.

Before the day set in, I illuminated my apartments; for by this time I had made several lamps with layers of dried catalpa leaves, cemented with gum, in the same manner as fire workers make their small mortars for *pots de brins*, *pots des aigrettes*, &c. The oil I had boiled from the sea whale, I purified till it became superior to the best spermaceti oil I ever saw, and my wicks of course were made of cotton. I had it in con-

templation to make candles ; but the lamps answered my purpose at least for the present full as well. My supper was generally boiled rice, or else a sort of millet, which I sweetened with an extract from the locust tree ; and having taken this and closed the day with the same gratitude to the Creator that I commenced it, I retired to my couch, sometimes cheerful, sometimes with a sigh, and now and then, perhaps, with a tear—and then resigned myself to repose.

“ Thus I went on with very little variation, except improving all my old schemes, and contemplating new ones ; and among the rest painting and music, both of which I had concerted how to bring about, till early in the month of March.—One morning, I shall never forget it, as I took my walk, a small cloud as it appeared to me, all of a sudden dimmed the sun. It grew larger and larger, and more and more grew the gloom. Dismayed at I knew not what, I stood in a state of stupefaction ; my terror increased, till bye and bye, the monstrous mass made towards the island, which it seemed large enough to cover. When I had recovered a little my suspended faculties, I discerned the truth—it was a cloud of birds, nor was it long before I was convinced of it, by their chattering and screaming. At length, with the most hideous yells, they pitched every where about me ; and I soon divined these creatures, like the birds that at certain seasons of the year build their nests in many islands, particularly the Isle of Wight, had for that purpose paid my place a visit ; and thus I should be troubled with them perhaps a few weeks, after which they would disappear with their young. It now struck me, that if I had adroitness enough, I should not only furnish myself with eggs, but feast upon the young ones.... I had now taken every precaution in case the rainy season should set in, and in one instance, it was well I did. I had very soon found that my visitors, the birds, fed wholly on the plantain fruit ; and before they decamped, if I did not take care, would fairly strip all the trees in my neighbourhood ; I therefore made a quantity of it into biscuit, and baked it hard, for the purpose of serving me like a sea store.

“ And now came a most dreary time indeed. The birds, on the information of a few clouds, assembled one morning, and on the very next went gradually off in the same order I had seen them approach. They took their course northward, until to my view they became a point, and then nothing. In two days more it began to rain, and in a few hours the clouds seemed to embrace the island, threatening to overwhelm it. The river swelled, torrents of water poured down the rock, and an ordinary mind would have been terrified at the apprehension of a compleat inundation. My only fear was, that when the immense bason on the top of the mountain should overflow, the natural receptacles for carrying off the water would become ineffectual ; and my situation being not only subterraneous, but in a degree subaqueous, some torrent might force its way through the different hollows of the rock, so as to fill my habitation ; in which case I must have inevitably perished. Perceiving nothing of this kind, however, and finding the rain, though continual, by no means violent, I made the best of my lot, and amused myself as well as I could.... In this manner



did I go on, beguiling the dreary time, until one morning—it was my birth-day. Oh, Heaven, what a birth-day ! I had in a long and sincere prayer thanked that Being for all His mercies, who had graciously permitted me to see 39 years pass over my head ; I had breakfasted, felt myself uncommonly light and alert, when I was seized with a vertigo, and fell lifeless on the ground. When I came to myself, a cold shivering succeeded ; my knees knocked together, and my teeth chattered in my head. I heaped fuel on my fire, and beginning to glow from its effects, I fell into a most violent fever.... Could I have been comfortably lodged, I have no doubt but I should have been well in a day or two ; but owing to the humidity every where around, which in proportion as the rain continued, sweat through every pore of the rock, and to catching one cold upon another, I grew so weak and emaciated, that I began seriously to think my unfortunate days would very shortly be numbered. To add to my wretched state, I was so nervous that the least noise threw me into the horrors. I fancied a thousand dreadful things : I have found myself conjuring the firm rock not to fall upon my head, the sea not to swell up and drown me : I have held conversations with death, who condescendingly deigned to visit me, that I might be familiarized to his presence : I had determined for fear of surprise to make my coffin, and one morning I actually caught myself digging my own grave.

“ I had sustained this dreadful complication of complaints about six weeks ; for ill as I was I never failed to know how the time passed ; when, to add to my shocking distress, it began to blow such a hurricane as if all nature was threatened with annihilation. Pieces of the rocks were torn from their base and hurled into the sea, trees were blown about like feathers ; yet it had one good effect, it certainly relieved my nerves, and though I was bowed down to the earth, yet, the emergency being great, my mind met it with its usual fortitude : I was alarmed, but I thanked God that I was at last firm.—I one night reclined upon my couch, expecting, and indeed wishing, for a speedy termination of all my cares. The elementary contention that for two days had raged with so much violence, seemed to increase, and the horizon on which I had been accustomed to see the sun descend with majesty, was now tinged with a thick dusky red ; which, reflected on the waves and broken into a thousand shades by their agitation, gave the prospect an effect horribly tremendous. The enfeebled condition of my distracted frame still heightened it. I stretched out my hand, and having taken a little of a beverage I had that day made, I soon found myself inclined to sleep. I had slept about eight hours, when the rock trembled under me, the caverns groaned with a terrific noise, and the whole island seemed as if sinking into nothing. The noise grew fainter and fainter ; and, at length, I could hear nothing more than the agitated waves and the whistling winds,

“ I had lain a few minutes in stupid astonishment, scarcely acknowledging life or knowing how to use it, when another tremendous concussion, like the former, shook the island. The moment recollection had succeeded to wonder, I concluded it was an earthquake, and expected every moment

to be swallowed up : I, therefore, fell on my knees ; and having put up a short but sincere prayer to the Deity, waited my fate in that posture with calm and determined resignation. The fervour which my ejaculations had called forth in my mind, gave me uncommon collection ; and the noise being again repeated, I easily noticed that its continuation and gradually dying away, proceeded from a succession of echoes. I, therefore, supposed that the violence of the storm had torn away the prominent fragments of a rock, which, falling into a hollow, had caused the noise and all its consequences ; this of course dispelled every apprehension of personal danger, for which I uttered a pathetic thanksgiving, and rose.—Finding myself wonderfully refreshed by sleep, I made my way towards the door, to see if I could discover whether the storm had abated. Instantly a flash beamed across the cavern, which was followed by the noise in the same manner as before, I should have conceived that my alarm had proceeded from thunder, had I not particularly remarked that the noise had nothing disjointed, or continual in it : it was one single burst like an explosion, which was multiplied only by the echoes from the surrounding rocks.

A gleam of hope at this instant darted across my mind : it could not proceed from what I first conjectured, because of the flash ;—it could not be thunder—What then could it be, but the explosion of a cannon ? and from what could the explosion of a cannon proceed, but from some ship in distress in the offing ? I resolved therefore to sally forth, and fire a beacon which I one day had raised, when my mind seemed to anticipate this very accident. Despair lends strength to the weak, and resolution to the timid. I accomplished my purpose ; and now what a variety of sensations agitated my mind ! Who knew how many lives I had been born to preserve ? . . . . Four times did I hear the signal, and four times did I add fuel to my pile : at length the day appeared, and all my hopes vanished into nothing . . . . It presented a dismal spectacle to my sight. I discerned about three miles from the foot of the rock, a ship firmly aground. The waves yet ran mountains high, and if it had not been for my entrenched situation, I could not have kept my footing to make my remarks. Looking further, I saw two boats full of people striving to stem the fury of the surge ; and, in seeing them, I knew I saw so many people devoted to destruction : the surf curling round the imperceptible jagged points of the rock, were so many vortexes from which it was impossible for them to escape : in short, my fears were prophecies—the boats all sunk, and every soul perished . . . .

“ I could not venture within the cavern, drenched as I was with rain, and weak for want of food, till the thunder had gone by ; for there I knew the effect must be much stronger.—The thunder ceased ; but the storm continued with equal, if not increased violence ; and the tide setting in, the sprays beat in such volumes against the rock, that they seemed to threaten its very summit. Night now threw its funeral pall over these devoted wretches, and I crept back with difficulty to my shelter ; when lighting my lamp, and throwing myself upon my couch, I began to reflect on the various vicissitudes of that unfortunate day. I lamented my fate in terms of the

deepest despondency, I wept aloud . . . . . In the course of two days, by which time the storm entirely subsided, I was able without risk to sally forth again, and make my observations. I could discern no trace—not even a single vestige of the ship, the boats, nor any human creature dead or alive; and after traversing every accessible port, and even venturing to the very verge of the promontory, I was obliged to conclude that the tempest had borne the ship from the place where she struck, and had either sunk her at a distance from the shore, or dashed her to pieces against some other part of the island. In this temper, I moved slowly back again to the cavern; where through the infirmity of human nature I shed a flood of tears. I would not permit my tongue to utter a single murmur.

Exploring the different recesses of the cavern in search of moss, I took a turn by accident round a sort of natural column, and got into another large chamber like that I occupied. As this was further remote from the entrance, and consequently more sheltered from the weather, I rejoiced at the discovery, and concluded it might be expedient for me to change my habitation. This induced me to pay every attention to the situation of the place, and for that purpose I struck out of it into a passage which seemed to lead on a descent to a considerable distance. I had my lamp with me all this while; but observing a cranny through which beamed a glimmer of light, in order to discover whence it came, I laid the lamp down, and walked up to the place without it. I soon discovered that it was only a reflection from another opening in a loftier situation, and much larger, and this last seemed to be dammed up with some substance. In short I conjectured that other fragments of the rock, built higher and higher, made their way into the air, and obstructed the free communication of light by means of this opening. I don't know what induced me to follow up my discovery: for one thing, it struck me that I might with greater facility than I had been accustomed to, get at the eggs of those fowls, another season, which had proved so nutritious.—Something more than this curiosity certainly urged me on; nay, I trembled, I knew not why, at every step. . . . . When I arrived at the opening in the rock, I could plainly perceive that the object which obstructed the light, was a part of some ship! and presently afterwards I crept into her, without difficulty, through one of her ports. I next got up the forecastle, and there perceived by her form, that she could be no other than the vessel I had seen ashore: but how she could have come into that situation, jammed into a cleft of a rock, I could not imagine. Examining, however, around, I concluded that as the tide set in, the violence of the tempest had brought the ship along with it, and by the influence of a tornado, had thrown her into that situation. . . . . To see succour, comfort, convenience, nay even luxury, brought as it were to my very door!—Oh how my grateful heart ran over. I almost gloried in my strong trials; convinced that I was still the care of Providence.” . . . . .

“\* After so long an extract, it is not in our power to enter on the 3d Volume, and part of the second, which still remain for the reader's further amusement. We shall only add, that the remainder of the narrative does equal credit to the imagination and genius of Mr. Dibdin,



## HYDROGRAPHY.

## LEVANT SEAS.

| NAMES.                            | LATITUDES. |       | LONGITUDES. |    |    |            |
|-----------------------------------|------------|-------|-------------|----|----|------------|
|                                   | °          | '     | °           | '  | "  |            |
| Alexandria .....                  | 31         | 10 N. | 30          | 20 |    | Egypt.     |
| Aboukir Island .....              | 31         | 20    | 30          | 40 |    |            |
| Rashid (Rosett) .....             | 31         | 25    | 30          | 50 |    |            |
| Cape Brulos .....                 | 31         | 39    | 31          | 27 |    |            |
| Damiat .....                      | 31         | 26    | 31          | 59 |    |            |
| Gaza .....                        | 31         | 26    | 34          | 50 |    | Syria.     |
| Yaffa ( <i>Ioppa</i> ) .....      | 32         | 00    | 35          | 4  | 36 |            |
| Mount Carmel .....                | 32         | 48    | 35          | 18 | 10 |            |
| Cape Blank .....                  | 33         | 13    | 35          | 26 | 11 |            |
| Beirouti ( <i>Berytus</i> ) ..... | 33         | 50    | 35          | 50 |    |            |
| Cape Verdo ? .....                | 34         | 17    | 35          | 45 |    | Caramania. |
| Tripoli .....                     | 34         | 32    | 35          | 55 |    |            |
| Ladikea ( <i>Laodikea</i> ) ..... | 35         | 35    | 36          | 5  |    |            |
| Cape Keladoni .....               | 36         | 14    | 30          | 13 | 10 |            |
| Satalia .....                     | 37         | 0     | 30          | 30 |    |            |
| Fenica .....                      | 36         | 16    | 30          | 12 |    | Cyprus.    |
| N. E. Point of Rhodes .....       | 36         | 32    | 28          | 0  |    |            |
| Cape Salazano .....               | 35         | 12    | 32          | 22 |    |            |
| — Baffo ( <i>Paphos</i> ) .....   | 34         | 58    | 32          | 29 |    |            |
| — Blank .....                     | 34         | 44    | 32          | 52 |    |            |
| — De Gatte .....                  | 34         | 38    | 33          | 17 |    |            |
| — Chitti ( <i>Citium</i> ) .....  | 34         | 49    | 33          | 40 |    |            |
| — Griega .....                    | 34         | 55    | 34          | 2  |    |            |

INSTRUCTIONS.—When you are to the westward of the gulf of Macri, you will meet a strong westerly current, running at the rate of one mile and a half *per* hour, in moderate weather.\* But when blowing strong from the westward, it runs at the rate of two miles, west.

You will also meet a strong current setting to eastward when you are to the southward of Cyprus; I have found it run at the rate of three quarters of a mile *per* hour; and when close in with the shore, one mile *per* hour. But when you are now twelve leagues from the land (to the southward) the current ceases to run, and continues so till you are within twenty leagues of the coast of Egypt; at Syria you then fall in with another current, which runs, when blowing strong from the westward, two miles *per* hour (due east); and on the coast of Syria, when about two leagues from the land, it runs at the rate of one mile *per* hour, N.N.E.

But when the easterly winds set in, the currents cease to run on all the before-mentioned coasts.

PHILO-NAVT.

## PLATE CCCXXVI.

THE ancient name of the country, now called Portugal, was Lusitania; but the boundaries do not exactly correspond. Portugal is a name of recent origin. "In the Roman period," says Pinkerton, "there was a town called *Calle*, now Oporto, near the mouth of the river Douro, and this haven being eminently distinguished, the barbarism of the middle ages conferred on the circumjacent region the name *Porto Calle*; which, as the country was gradually recovered from the Moors, was yet more properly extended to the whole kingdom."

The climate of this country is proverbially salubrious. At Lisbon, the days of fair weather are computed to amount to 200 in the year; and those of settled rain seldom exceed 80. The medial heat is generally about 60°.

According to Pinkerton, Portugal extends about 360 British miles in length, by 120 in breadth; General Durnourier estimates it at 340 miles long, and 140 broad; but, by Jeffery's six feet map of Portugal, it is about 362 miles long, and 174 broad. In consequence of its mountainous nature, the topographical surface of the country may be reckoned at one fourth more than its geographical.—Pinkerton gives a population of 1,838,879; but Senor Antillon, the last and best geographer of Portugal, estimates it at 3,683,000 persons, on a superficies of 3437½ square geographical leagues. The extent and number of inhabitants, of each province, he estimates as follows:—Estramadura, 823 geographical square leagues, and 826,680 persons; Beira, 753 leagues, and 1,121,595 persons; Entre Minho e Douro, 291½ leagues, and 907,965 persons; Tras os Montes, 455 leagues, and 318,665 persons; Alemtejo, 883 leagues, and 380,480 persons; and Algarve, 232 leagues, and 127,615 persons.

According to the military plan of campaign suggested by Frederick the Great, King of Prussia, the rivers of Portugal may be considered as the natural boundaries of certain departments, dividing Portugal into three districts: 1st, the northern, including Entre Douro e Minho, and Tras os Montes; 2d, the southern, including that part of Estramadura, to the south of the Tagus, Alemtejo, and Algarve; and, 3d, the central, consisting of Beira, and Estramadura, to the north of the Tagus.

The rivers of Portugal may be divided into four classes:—

First, the Tejo (Tagus) rising in the mountains of Molina, which separate the kingdom of Arragon from Old Castile, and discharging itself into the Atlantic, about ten miles below Lisbon; the Douro, which rises near Agreda, in Spain, and falls into the sea a little below Oporto; the Gaudiana, which rises in Spain, passes through Alemtejo, and disembogues about seven leagues north-east of Gibraltar; and the Minho, rising near Mondonedo, in Spain, and running into the sea, fifteen miles south-west of Tuy, at the north-western extremity of the peninsula.

Secondly, the Lima, which rises in the Spanish province of Galicia,

## PORTUGAL.







crosses Entre Douro e Minho, and discharges itself half a league below Viana; the Cavedo, or Cadao, a native stream, which waters parts of Alemtejo and Estramadura, and forms the harbour of Setuval, or St. Ubes; the Dave; the Mondego, which rises near Guarda, in the province of Beira, and discharges itself into the Atlantic, four leagues to the south-west of Montemor-e-Velho; and the Vouga, which rises about five leagues north-east from Viseu, and falls into the sea five miles north of Aviero, forming a large bay at its mouth, full of islands.

Thirdly, the Zezeré (a rapid mountain torrent, with very steep and difficult banks, having little water in dry weather, but subject to sudden and violent floods in the rainy seasons) rising in the eastern part of Estramadura, and falling into the Tagus, midway between Abrantes and Santarem; the Ponçul; the Tanega, which rises in the kingdom of Leon, and falls into the Douro, ten miles south of Amarante; the Coa, which runs into the Douro, twelve miles south of St. Joanno de Pesqueira; the Sabor, rising in Tras os Montes, and falling into the Douro, five miles south-west of Torre de Moncorvo; the Soro, falling into the Tagus, near Salvaterra, in Estramadura; the Tua, which rises in Tras os Montes, and falls into the Douro, five leagues north-west of St. Joanno de Pesqueira; and the Agueda, which rises in Spain, and runs into the Douro, a little to the eastward of Lamego.

Fourthly, a variety of native streams, of inferior note.

The general face of Portugal is mountainous and rugged, intersected with numberless small rivulets. The bridges, in most places, are of stone, strongly cemented. In many parts, the country is covered, for leagues, with forests of pine and oak trees; and there are some tracts of forest land, covered with cork trees, &c. The roads are either deep sand, rocky, with large masses of loose stone, or badly paved; the latter particularly in the environs of Lisbon.

The principal serras (*serras* in Portuguese, *sierras* in Spanish) or mountains, in the northern district, are those of Santa Catarina, Marao, Geres, and Estrica; in the central, between the Douro and the Tagus, the Estrella, the Alcoba, and Monte Junto; and, in the southern, Aronches, Alpedreira, Monchique, and Caldeiro. The Estrella is the most considerable of the whole, as it covers the position of an army, for the defence of the capital; before which, although at a great distance, it forms a most tremendous barrier.—The chief of these serras run from the north to the south, by west or south-west, branching from the western extremity of the Pyrenees across Biscay, the Asturias, and Galicia, entering the north of Portugal by numerous ramifications, one of which again divides near Almeida, and takes a westerly direction along the right bank of the Mondego, and terminates in the sea at Cape Mondego, S.W. of Coimbra. In this ridge is seated the venerable Busaco, where British and Portuguese valour lately made Frenchmen feel their inferiority. The second and largest branch of this ridge extends from Guarda along the right bank of the Zezeré and the Tagus, and enters the sea near Fort St. Julian, below Lisbon. The third ridge which intersects Portugal, proceeds from Spain,

enters at Portalegre, and terminates in Cape St. Vincent. There are numerous smaller ridges and ramifications of these mountains, but they are not of sufficient magnitude to be more minutely detailed.

To describe the principal towns of Portugal, to point out their importance as military positions, or to trace the campaigns of Lord Wellington, would not be within the compass of this compendium; but those who require information on these subjects, may be amply gratified by a reference to Captain Eliot's "*Treatise on the Defence of Portugal*," just published.\*

## CORRECT RELATION OF SHIPWRECKS.

### No. XLIV.

Again the dismal prospect opens round,  
The wreck, the shore, the dying, and the drown'd.

FALCONER.

### WRECK OF THE LIVELY FRIGATE.

THE following extract of a letter, from an officer belonging to the Lively, comprises all the particulars which we have been able to obtain, relating to the wreck of that ship:—

"I am sorry to inform you, that on the 10th of August, standing in towards the land, about seven miles from Valette, we had the misfortune to be wrecked. Fortunately none of the officers or crew were lost. It blew a very heavy gale, which obliged us to cut away our masts, in order to save the people. Our fatigue has been very great, being cast away on a barren place. We are going to try to get her off, if the weather permits; but I think all our labour will be in vain, as the water is three feet above the lower deck. We are at present in tents, erected at a castle about half a mile from the ship. On our passage one of the convoy sprung a leak, and we were obliged to take the crew on board our ship; so that there were two wrecks before we reached Malta."

### LOSS OF THE BRITANNIA.

THE Britannia sloop, on her passage from London to Boston, on Friday night, the 19th of October, 1810, struck on a sunken wreck, near the Ship-

\* A view of Lisbon Harbour, by Pocock, with a particular account of the town, and harbour, will be found in the II<sup>d</sup> Volume of the NAVAL CHRONICLE, page 209; the principal objects on the coast of Portugal are noticed at page 212 of the same Volume; a view and description of Lisbon Rock are given in Vol. XIX. page 138; a Map of the Port of Lisbon, with additional particulars, appears in Vol. XX. page 312; and a view and description of Cintra are given in Vol. XXIII. page 309.



wash Sand (between Harwich and Orfordness), and immediately afterwards went down in deep water. The vessel struck with such violence as to tear away the whole of her stern frame; and the consequence was, that she filled and sunk with such rapidity as scarcely to allow the master and mate time to gain the top-mast head for safety; the remainder of the crew, consisting of three boys, were washed from the shrouds by the violence of the waves, and perished. The master and mate happily succeeded in lashing themselves to the top-mast with the pennant halyards, and in that situation were preserved, the vessel grounding in such a depth of water as at low mark just washed the cross-trees; and upon these, at such times, they supported themselves by standing, but were driven to the top-mast head again on the return of high water. Having continued in this wretched situation six-and-thirty hours (from eight o'clock on Friday night till the same hour on Sunday morning), they were then providentially relieved by a ship passing, and were landed at Yarmouth.

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## EXCHANGE OF PRISONERS.

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IT is stated, at page 417, that the negociation for an exchange of prisoners, between this country and France, had finally terminated. We understand that, after the regular meeting of Parliament, the whole of the correspondence, relating to this interesting subject, will be produced. In the mean time, we deem it proper to mention, that Buonaparte, who is ever anxious to cast the odium of his own barbarity and injustice upon others, caused the insertion of a most atrociously abusive article, in the *Moniteur* of November 16, annexed, by way of note, to the following paragraph, copied from a London paper:—

“ A messenger was sent on the 4th instant to Morlaix, with despatches for Mr. Mackenzie. Nothing that humanity can suggest will be omitted by our government to procure the release of our countrymen, who have been so long and so cruelly detained in prison.”

On this paragraph, the *Moniteur* commented, as follows:

“ If you are desirous that your countrymen should be released, there is but one way, that is to be just, and exchange the French against the English, Portuguese, and Spaniards, man for man, and rank for rank. This is the *sine qua non* of every cartel of exchange, now or hereafter.

“ When a negociation for peace is proposed to you, you say, that you cannot enter into it, except the Spanish insurgents are admitted as a party. When a cartel of exchange is in question, you will not allow those men to be included in it who were taken in the ranks of your armies. What! the soldiers of the Spanish army of Galicia, who were taken in covering the retreat of General Moore, are not to be exchanged for the French who were taken in the same or other actions? What! the soldiers of the army of Cuesta, who at the battle of Talavera formed the right of the English army, and were taken at the passage of the Tago, when they formed the

rear-guard of the English army; those men taken for your safety, who sacrificed themselves for General Wellington, and enabled him to secure his retreat, are to be excluded from the exchange, and not considered as the English themselves. What! the Spaniards taken before Cadiz, engaged in sorties with your troops, you will not exchange them? What! the garrison of Ciudad Rodrigo, that of Almeida, which you shut up in these fortresses, on a promise of coming to their relief, who covered your army, who sacrificed themselves for it, you disown them? It is impossible. An army is an army. Since these men fought by your side, were armed with your arms, paid with your money, and clothed by you, they should be included in the exchange of prisoners, whatever their country might be.

"Throughout the whole course of the negotiation, the English Cabinet had perpetual resources to subterfuges; the result of which was, that they would not admit the exchange, man for man, and rank for rank, and consider the French, English, Germans, Portuguese, Spaniards upon a footing of equality, and composing two belligerent masses. Mr. Mackenzie, after having twice applied for his passports, with an interval of a month between each application, has at length left Morlaix.

"Besides, he was sent over by the English government rather in the character of a *spy* than a negociator. It was impossible for a person to conduct himself worse than he did. He abused the liberty which he had of making excursions in the country to the distance of eight or ten leagues: he had his correspondents; he pretended to be above the police of the province, and gave way to all the impertinencies of a young man, without experience or moderation.

"Mr. Mackenzie was employed in the Cattaro business, at the close of the war in 1805. He was afterwards one of the agents in the horrible affair of Copenhagen. He is, in short, a man of the same kidney with the Drakes, the Wickhams, and the Jacksons. When the English really wish to negotiate, they know what kind of men they should employ. When they wished to make peace at Amiens, they sent over Lord Cornwallis, whose character alone shewed the sincerity of their disposition.

"England abounds as much as any country in the world in men, respectable on account of their information, and the excellence of their characters. It also abounds in hideous characters, in political *figaros*, in brokers of intrigue, spies and incendiaries. When it wishes to negotiate sincerely with France, it will be manifested in the choice of the negociator. Whatever kind of treaty England may be desirous of entering into with France, should be founded on justice, good sense, and candour. It is possible to deceive some ignorant Nabobs in the East Indies, but an enlightened government is not to be imposed upon."

The best answer that can possibly be given to such gross ribaldry as the above, is the subjoined copy of the *last*

*Project of a Convention for the Exchange of Prisoners; presented by Mr. M'Kenzie to the French Government.*

Article I. All British, all Spaniards, Portuguese, Sicilians, Hanoverians,

and others, subjects of, or in the service of Great Britain, or of the Powers in alliance with Great Britain, who are now prisoners of war in France, Italy, Naples, Holland, or any other country in alliance with, or dependant on France, shall be released without exception.

Art. II. All French, Italians, and other persons, subjects of, or in the service of France, &c. Italy, all Dutch and Neapolitans, and all others, subjects, or in the service of the Powers allied to France, who are now prisoners of war in Great Britain, Spain, Sicily, Portugal, Brazils, or any other country in alliance with Great Britain, or occupied by British troops, shall be released without exception.

Art. III. It is understood that in pursuance of the two preceding articles, all prisoners of war, belonging to Great Britain and her allies, and to France and her allies respectively, made on or before the signature of the present convention, shall be released in the manner hereinafter to be arranged with regard to each country respectively.

Art. IV. The execution of the above articles shall take place in the manner following:—

1. All British prisoners, of every rank and quality, detained in France and Italy, and in the dependencies of France and Italy, shall be released; the exchange to commence immediately after the signature of this convention, by sending to Deal or Portsmouth, or such other port of England in the Channel, as may be agreed upon, or by delivering up to the British commissaries appointed to receive them, 1000 British prisoners for 1000 French, to be released by the British government in the manner hereinafter provided.

2. All French prisoners, of every rank and quality, now detained in Great Britain, or in the British possessions, shall be released. The exchange shall commence immediately after the signature of this convention, and shall be made by sending successively to Morlaix, or such other French port in the Channel as may be agreed upon, or by delivering up to the French commissaries appointed to receive them, 1000 French or 1000 English prisoners, as soon and in proportion as the French government shall release the latter.

3. These successive and mutual deliveries shall continue until all British prisoners in France, Italy, and their dependencies shall have been liberated.

4. Great Britain engages also to release, over and above the numbers exchanged against British prisoners, delivered in consequence of the above arrangement, 3000 French prisoners in balance for 3000 Hanoverians, being the utmost number of those included in Count Wolmoden's capitulation, who are or may be, or may have been actually in the service of Great Britain; this number of 3000 being over and above the number of 1905, who are also to be unconditionally released, on account of the garrison of St. Domingo, as heretofore agreed upon.

5. The numerical value at which individuals of superior ranks and qualities shall be stated, in order to make up the numbers of 1000 to be thus



exchanged, shall be computed with regard to the persons in the land and sea service, according to the scale of the convention of 1793; and with regard to persons detained in France in 1803, according to the scale following, viz.

The Earl of Beverley to be exchanged for a general officer of the highest rank of the prisoners now in England.

Peers' sons, and privy councillors, equal to the rank of colonels or post-captains.

Baronets and knights equal to the rank of field-officers and commanders.

Gentlemen holding no distinction of rank, equal to the rank of Captains in the army and Lieutenants of ships of war.

Tradesmen (*petite bourgeoisie*) Servants, &c. and all others detained equal to the rank of private soldiers and sailors.

Recourse, however, shall be had to this principle of making up numbers by affixing a numerical value to rank, only in the event of the failure of individuals who might be exchanged rank for rank against one another.

6. When all the British prisoners detained in France, Italy, and their dependencies, shall have been exchanged against equal numbers (to be ascertained and rated on the principle established in the preceding section of this article) of French prisoners detained in England and its possessions, the balance of French prisoners which may remain in the hands of Great Britain, shall be without delay released and sent to France, in exchange for an equal number of Spanish prisoners of war, which are to be sent to such ports or places in Spain as shall be agreed upon, in the manner following:—

7. The French prisoners composing the said balance, shall be sent into France by successive deliveries of 1000; and as soon and in such proportion as they are so released, France shall send to Spain a corresponding number of Spanish prisoners out of the numbers remaining in her hands. Great Britain engages to send over the first 1000, and when information shall have been received of an equal number of Spaniards having been delivered upon that account at the ports or places in Spain agreed upon, 1000 more will be sent to France, and so on till the whole are released.

8. In the mean time, and while the above exchange is going on between Great Britain and France, on the above accounts respectively, all French prisoners of war in Spain, and its dependencies, and all Spanish prisoners of war in France or Spain, or in countries dependent upon France, shall be released mutually by an exchange to be made either between the Spanish and French generals, or by sending, by sea, to Toulon or Rochfort, or such other French ports as may be agreed upon, the French detained in Spain.

9. The release of the Spaniards, prisoners of war in France, shall be effected by sending either successively to Cadiz, Valencia, or such other Spanish port as may be agreed upon, 1000 or 500 Spaniards, for 1000 or 500 French, as soon, and in proportion as the latter shall be released. It is to be understood, that by the words prisoners of war, as referring to the Spaniards

and French respectively, none are intended to be included except such as have been actually taken in arms on either side.

10. These successive and mutual deliveries shall continue until all the French prisoners of war in Spain, and all Spanish prisoners of war in France shall be released.

11. The numerical value at which individuals of superior ranks and qualities shall be rated, in order to make up the number of 1000 or 500, to be thus exchanged between Spain and France, shall be computed according to the scale of the Convention of 1793, as referred to in section 5th, or upon such other principle as may be hereafter agreed upon between the Spanish and French governments.

12. When these several and respective exchanges shall have taken place, whatever surplus may be remaining in the hands of the belligerents, of prisoners of war made, or before the signature of the present convention, shall be immediately released (but on parole not to serve until regularly exchanged), and sent back to that country to which it may belong, in the manner and under the same regulation of transport by which the mutual exchanges were conducted, so that after the execution of this convention, no prisoners of war shall remain in the hands of Great Britain, Spain, France, or in those of their allies, dependencies, or possessions.

13. All Portuguese or Sicilian prisoners of war in France, or in the countries allied to, or dependent on France, and all prisoners belonging to France and the countries allied to her, in the hands of Portuguese and Sicilians, shall be mutually released in a similar manner, and on the same terms as have been before established with regard to the French and Spaniards with such alterations only as the particular circumstances and situations of those countries may require.

Art. 5. The priority and order of the release of the several persons to be exchanged under this convention shall be regulated according to the priority and order of their respective capture and detentions, except that no more than one-fourth part of any number of British to be released at one time, shall consist of persons detained in France in 1803.

Art. 6. The British and French governments undertake to communicate to their respective allies the terms of this convention, and to use their influence to engage them to accede thereto.

Art. 7. A British commissary, and a French commissary shall be appointed to reside, the first at Paris, the latter at London, to superintend the details and execution of this convention.

Art. 8. A separate convention shall be as soon as possible entered into between Great Britain and France, to regulate the exchange of prisoners of war who may be hereafter made on either side, with a view of alleviating as far as may be practicable, the evils and misfortunes attendant on a state of warfare.

In addition to the above, we insert the following copy of a letter which the British government has ordered the commissioners of the Transport Board to send in reply to all the demands of French officers here to be re-

leased. It proves that our government will still soften, as much as possible, the misery of individuals, and exchange *on the principle of man for man, and rank for rank*, such of the French prisoners as may obtain the consent of their own government for their release.

" SIR,

*Transport-Office, London.*

"The commissioners of his Majesty's Transport Board have received your letter, dated the ———, and they have directed me to inform you, that it is the determination of his Majesty's government not to send back French officers to their own country, until the French government have released some English officers, in exchange for the great number of French officers who have obtained this favour from the British government; or until the French government have consented to a cartel, upon the fair principle of man for man, and rank for rank, conformably to the constant usage of civilized nations, which his Majesty's Commissioners have frequently proposed, though their efforts to accelerate an exchange have always been ineffectual.

"I am, however, to inform you, that if the French government will send back to England an officer of your rank in exchange for you, or even certify officially to his Britannic Majesty's Commissioners, that, upon your arrival in France, an English prisoner of your rank shall be released, you shall instantly obtain your release.

"You must see, that in the present state of affairs, your government alone is the cause of your detention in this country; but if you think proper to make any representations to your government, you may rely upon it, that his Majesty's Commissioners will faithfully transmit them.

I am, Sir,

Your very humble and obedient Servant,

ALEX. M'LEAY, Secretary."

## NAVAL LITERATURE.

*Travels in various Countries of Europe, Asia, and Africa, by EDWARD DANIEL CLARKE, LL.D. Part the First—Russia, Tartary, and Turkey. Quarto, pp. 788. Cambridge, University Press. 1810.*

(Continued from page 324.)

THE account given by our author, of the barbarous hospitality practised by the Russian nobility, agrees with the relations of other travellers; but furnishes additional particulars to explain those of which we were already in possession, and to shew us how justly the appellation of *barbarous* has been applied to it. The Russian noble considers his dignity and honour as altogether implicated in the number of his guests and retainers. Should any one of these who are accustomed to frequent his table, leave it



for another, or, as Dr. Clarke properly terms it, should he 'forsake his post at dinner, and swell the train of any other person,' the offence is neither forgotten nor forgiven; he is persecuted for a length of time exactly as if he had done a serious injury to his former patron; and in the end he is sure to repent of his change. When a traveller arrives at Moscow, the nobles contend eagerly and bitterly for him; and, as he cannot belong to each table, his preference gives rise to endless jealousies and heartburnings. Even during the reign of Paul, when it was dangerous to associate with an Englishman, the nobles of Moscow would receive him gladly, at any risk, and sometimes close their outer gates upon his equipage, to conceal from the police the hospitality which was going on within. The principle of all this being state and show, and the exhibition of the master's superiority and vanity, it is needless to add, that no kind of refinement and delicacy is shown in the manner of entertaining the guests. They are to receive so much meat and drink from the bounty of the host—that is the view of the thing; and the whole entertainment corresponds with it. The guests of various ranks sit down, according to their degree, to an immense banquet, surrounded by numberless servants;—but the dishes and wines have their places as well as the company, and correspond with the quality of those who are to devour them. They who sit near the master of the house, have no kind of concern with either the guests or the dishes at the other parts of the table; and you could not more seriously discompose him, than by sending for a portion of the more distant fare. Thus, the unfortunate persons at the bottom of the table, are compelled to rest satisfied either with the coarser food set before them, or the leavings of the others—or often with an empty dish; and in like manner the wine diminishes as you recede from the head of the table, until it at last degenerates into simple *quass*.

We have now contemplated the nobles, or we may say, in general, the upper classes of society; the rest of the community (with the trifling exception of a few merchants in the sea-ports, who are for the most part foreigners) consist of the peasantry, who continue in the state of bondsmen, in which the lower orders in all the rest of Europe once were. To paint the situation and habits of those persons, it is almost sufficient to say, that they are slaves in the possession of the barbarous nobles whom we have already described. They are attached to the soil, and transferred with it, like cattle; and although many laws are passed for their protection, and severe examples are not unfrequently made of masters who treat them cruelly, it is in vain to expect any thing but abuse, where a man's power is absolute over his fellow; or any thing but debasement in the character, and wretchedness in the condition, of one who is dependent upon the will of a master. A copious extract from Mr. Reginald Heber's journal (who travelled over much of the same ground with our author a few years after him, and has allowed him to enrich his notes with much valuable matter) contains a variety of interesting facts respecting the state of the Russian bondsmen.

Dr. Clarke's observations seem to have exceeded those of Mr. Heber, in regard to the condition of the Russian villeins. He describes them as

wholly at the mercy of their masters in practice and effect,—as liable to pay whatever tribute he imposes,—and as paying whatever they earn beyond their own most scanty subsistence. The laws for their protection are next to a dead letter, according to him ; and the only refuge of the slave is escaping from his master's neighbourhood. We believe Mr. Heber attended rather more to the law and the theory—Dr. Clarke, to the state of the facts ; that the former was induced to take the little that is favourable in his statement from the accounts of the Russian nobles themselves,—whose testimony Dr. Clarke, and with much justice, positively objects to, and proves, by various instances, can in no degree be relied on. In truth, the account, even of Mr. Heber, gives but a sad picture of those unfortunate peasants ; and it signifies little whether we take their situation from him or his friend Dr. Clarke. A boastful conversation is related held by a Russian prince upon the ease and happiness which his slaves enjoyed, whom he described (in exactly the sort of language used by the West Indian slave-drivers, and now happily so triumphantly exploded in this country) as ‘ having relief in sickness, refuge in calamity, and a comfortable asylum in their old age,’ and whose situation his highness was pleased (again borrowing a topic from our West Indians) to contrast with that of English peasants.

Perhaps, when we have thus surveyed the condition of the different orders of the Russian empire—and when we add to the estimate, the grand consideration of the utter want of political liberty—the comparatively slender degree of intercourse which any part of the state can enjoy with foreign nations—and the darkness in which the court itself sits, when compared with the cabinets of other countries—we shall not err widely in our conclusions as to the probable conduct of Russia, considered as a whole, or as a European power—and the kind of demeanour which we have a right to expect from her towards her neighbours, whether in negotiation or in war. Her resources are another matter ; though much of what we have stated applies to them also, and serves to diminish, even more than the events of later times have taught us to do, the vague, ill-founded, and at all periods most inexcusable estimates which some years ago prevailed on this subject. But, at present, we are only viewing the character of this empire as an ally and an enemy ; and considering what sort of conduct is likely to result from such a composition as we have been occupied in contemplating. The conclusion is, in fact, already before us. We have seen what the nobles are, and what the people. The probability certainly is, that even the monarch and his family, but at any rate his chief counsellors, should be taken from the first of those classes ;—his armies must necessarily be raised from the other. We may easily conjecture, then, what is to be expected from a court so constituted, sending forth such troops. But, granting that a foreigner should reign (as has, during a remarkable period of Russian history, already happened), the influence of the instruments to be employed, both in directing and executing, both at home and abroad, must sensibly affect even the plans and operations of the most enlightened and refined prince whom our fancy can place at the head of affairs. The

favourites, the family connexions, the ministers, the sectaries, the generals, the inferior officers, the envoys, the governors of provinces, the subalterns civil and military—the judges, the priests, the soldiers and sailors—these cannot all be foreigners, and enlightened and refined, to second and chime in with the views of the sovereign: and, in the management of a large empire, the monarch, be he ever so absolute—nay, be he ever so active and able—be he as active as Buonaparté, or Frederic, or Catherine, or Joseph II.—be he as able as all four combined, and as despotic as the superstition and servitude of his people can make him—unless he could perform a miracle every five minutes of his reign, would find it quite impossible to conduct his affairs uninterrupted, nay unswayed, at each step, by the nature of the people he is ruling over, and the instruments through whom he must rule them. Their character and habits must, to a certain degree, give the law to his measures, fix the limits of his orders, and prescribe the manner of executing them. His public conduct, his demeanour as a sovereign, must, in a great measure, take its tone and colour from the aspect and features of his people. In a word, we shall in vain expect to meet with any such monster in politics as a European monarch of the eighteenth century, sustaining that character at the head of an empire peopled by Calmuks, or, at best, by the villeins of the dark ages, and their feudal lords.

The outward show of civility, may, for a while, deceive us. Fringed here and there with a shred of finer stuff, the great rough mass may at times dazzle and mislead us. A cursory and a distant observation of the parts only wherein all states may be made to resemble each other, will certainly lead us away from the radical difference which, for centuries, cannot be got over; and thus they, who, only in this superficial manner, viewed the empire of Catherine II. thought they beheld a civilized and European state—a deception which that skilful, and ambitious personage, spared no pains to encourage; and was greatly assisted in keeping up, by the passive line of foreign policy which, towards all but her Polish and Turkish neighbours, that is, to all her European neighbours, she so anxiously and so prudently followed. But as soon as her conduct, the conduct which she could not avoid pursuing, and which was pointed out by the construction of her empire, was more nearly scrutinized, we could discover how widely different from a European dynasty was the empire of the *Czars*,\* even under so enlightened and accomplished a chief. We could perceive those traits of barbarism necessarily inherent in the whole conduct of Russian affairs; and which, the more those should be extended and intermingled with the concerns of European politics, were sure to break out with greater effect; and which, in the sequel, have marked each step that the female successors of Catherine have so unwisely made from the politic state of rest, so conducive to her power and to the reputation of her empire.

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\* Pronounce *Char*: the Slavonic *cz* having precisely the power of the English *ch* in the well known fish so named.



But the proofs which later events have adduced of the barbarism of Russia, and its unfitness to support a great and useful part in our affairs, were, in truth, not wanting to convince us on this point. It was enough to look with some attention at the history of that uncivilized country, even during the most brilliant period of Catherine's reign; and we must say, that we feel some satisfaction at the ample illustrations which this matter has received from the work now before us. All that we have been now stating receives the strongest confirmation from the pictures with which Dr. Clarke's work abounds, of the conduct of the Russian government towards its distant provinces, and of the conduct of both government and people towards the neighbouring countries with which they had intercourse. We return him our thanks for the boldness with which he has spoken out on this subject—for daring to call things by their right names—for opposing the feelings, originating in gross ignorance, we verily believe, which prompt the people in this country still to hanker after Russian alliances—for denouncing that nation as perfectly barbarous—nay, for venturing to hold up its conduct towards its neighbours as worse than even the worst passages in the history of modern France,—her treatment of Switzerland and Spain. When we express such feelings, we lay our account with being misrepresented, and accused of being the apologists of France. This charge is, now-a-days, so regular—it is so invariably found in the mouths of the base and feeble creatures who have nothing else to offer in defence of corruption and imbecility than hackneyed abuse of the enemies of misrule—that we care very little how often or how seldom we hear the sound of it. It is exactly like the charge of Jacobitism and Popery a century ago, which used to be hawked and bandied about so freely, that Swift, in a fine vein of ridicule, makes it one argument to prove Partridge's death, that it was asserted by a friend of the Protestant succession, and *only denied by Partridge himself*, whose leaning towards the Pretender had, for many years, been more than suspected. We must therefore proceed, without even listening to such silly noises—knowing full well that they mean merely nothing—except indeed that the persons who make them are very angry; or like certain unmusical instruments, of manifest use in exciting strife and tumult, which make a louder noise the emptier they are.

But we must hasten to the sea-shore, leaving unnoticed much matter of interest to the general reader; but which we cannot “press into the service” of *Naval Literature*. Page 604 presents us at length not only with an anecdote which must awaken lively sympathy in every English bosom, as giving the first genuine details of the death of our countryman, Howard; making mention at the same time of an *Anglo-Russian* naval officer; but which affords a very fair specimen of the perspicuity and simplicity of Professor Clarke's style.

“The particulars of Mr. Howard's death were communicated to me by his two friends, Admiral Mordvinoff (then admiral-in-chief of the Black Sea fleet), and Admiral Priestman (an English officer in the Russian service), both of whom were eye witnesses of his last moments. He had been entreated to visit a lady, who was dangerously ill, about twenty-four miles from Kerson; Mr. H. objected,

alleging that he acted as physician to the poor only ; but hearing of her imminent danger, he afterwards yielded to the persuasion of Admiral M. and went to see her. After having prescribed that which he deemed proper to be administered, he returned ; leaving directions with her family to send for him again if she got better, but adding that if, as he much feared, she should prove worse, it would be to no purpose. Some time after his return to Kerson, a letter arrived, stating that the lady was better, and begging that he would come without loss of time. When he examined the date, he perceived that the letter, by some unaccountable delay, had been eight days in getting to his hands. Upon this, he resolved to go with all possible expedition. The weather was extremely tempestuous, and very cold, it being late in the year, and the rain fell in torrents. In his impatience to set out, a conveyance not being immediately ready, he mounted an old dray-horse, used in Admiral M.'s family to carry water, and thus proceeded to visit his patient. Upon his arrival he found the lady dying : this, added to the fatigue, affected him so much, that it brought on a fever. At the same time his clothes had been wet through : but he attributed his fever entirely to another cause. Having administered something to his patient to excite perspiration, as soon as the symptoms of it appeared, he put his hand beneath the bed clothes to feel her pulse, that she might not be chilled by removing them, and he believed that her fever was thus communicated to him. After this painful journey, Mr. Howard returned to Kerson, and the lady died.

" It had been almost his daily custom, at a certain hour, to visit Admiral P. ; when, with his usual attention to regularity, he would place his watch on the table, and pass exactly an hour with him in conversation. The admiral, finding that he failed in his usual visits, went to see him, and found him weak and ill, sitting before a stove in his bed-room. Having inquired after his health, Mr. H. replied, that his end was approaching very fast ; that he had several things to say to his friend ; and thanked him for having called. The admiral, finding him in such a melancholy mood, endeavoured to turn the conversation, imagining the whole might be merely the result of low spirits : but Mr. H. soon assured him that it was otherwise ; and added, " Priestman ! you style this a very dull conversation, and endeavour to divert my mind from dwelling upon death ; but I entertain very different sentiments. Death has no terrors to me ; it is an event I always look to with cheerfulness, if not with pleasure ; and be assured the subject of it is to me more grateful than any other. I am well aware I have but a short time to live ; my mode of life has rendered it impossible that I should get rid of this fever. If I had lived as you do, eating heartily of animal food, and drinking wine, I might, perhaps, by diminishing my diet, be able to subdue it : but how can such a man as I am lower his diet, who has been accustomed for years to exist on vegetables and water, a little bread, and a little tea ? I have no method of lowering my nourishment, and therefore I must die. It is such jolly fellows as you, Priestman ! who get over these fevers." Then, turning the subject, he spoke of his funeral ; and cheerfully gave directions concerning the manner in which he would be buried. " There is a spot," said he, " near the village of Dauphigny, which would suit me nicely ; you know it well, for I have often said I should like to be buried there ; and let me beg of you, as you value your old friend, not to suffer any pomp to be used at my funeral ; nor any monument, nor any monumental inscription whatsoever, to mark where I am laid ; but lay me quietly in the earth, place a sun-dial over my grave, and let me be forgotten." Having given these directions, he was very earnest in soliciting that Admiral Priestman would lose no time in securing the object of his wishes ; but go immediately and settle

with the owner of the land for the place of his interment, and prepare every thing for his burial.

"The admiral left him upon this melancholy errand, fearing, at the same time, as he himself informed me, that the people would believe him crazy, to solicit a burying-ground for a man then living, and whom no person yet knew to be indisposed; however, he accomplished Mr. Howard's wishes, and returned to him with the intelligence: at this his countenance brightened, a gleam of satisfaction evidently came over his face, and he prepared to go to bed. Soon after, he made his will; leaving as his executor a trusty follower, who had lived with him more in the capacity of a friend, than of a servant, and whom he charged with the commission of bearing his will to England. It was not until after he had finished his will that any symptoms of delirium appeared: Admiral P. who had left him for a short time, returned, and found him sitting up in his bed, adding what he believed to be a codicil to the will; but this consisted of several unconnected words, the chief parts of which were illegible, and all unintelligible. This strange composition he desired Admiral P. to witness and sign, and in order to please him, the admiral consented, but wrote his name in Russian characters, lest, as he bluntly said, any of his friends in England, reading his signature to such a codicil, should think he also was delirious. After this Mr. H. became more composed. A letter was then brought to him from England, containing intelligence of the improved state of his son's health, stating the manner he passed his time in the country, and conveying hope that he would recover from the disorder (insanity) with which he was afflicted. His man read this aloud, and when he had concluded, Mr. H. turned his head towards him, saying, "Is not this comfort for a dying father?" He expressed great repugnance against being buried according to the rites of the Greek church; and, begging Admiral P. to prevent any interference on the part of the Russian priests, made him also promise, that he would read the service of the Church of England over his grave, and bury him in all respects according to the forms of his own country. Soon after this last request he ceased to speak. Admiral Mordvinoff came in, and found him dying very fast. They had in vain besought Howard to allow a physician to be sent for: but Admiral M. renewing this solicitation, with great earnestness, he assented by nodding his head. The physician came, but was too late. A rattling in the throat had commenced; and the physician administered what is called the musk-draught, a medicine used only in Russia, in the last extremity. It was given to the patient by Admiral M. who prevailed on him to swallow a little: but he endeavoured to avoid the rest; and gave evident signs of disapprobation. He was then entirely given over; and, shortly after, breathed his last.

"He had always refused to allow any portrait of himself to be made; but, after his death, Admiral M. caused a plaster mould to be formed upon his face, which was sent to Mr. Wilberforce. A cast from this mould was in the admiral's possession, when we [Messrs. Clarke and Cripps] were in Kerson, and presented a very striking resemblance.

"He was buried near the village of Dauphiny, about five *versts* from Kerson, near the road to Nicolaëf, on the Boog, in the spot he had himself chosen; and his friend, Admiral P. according to his desire, read the English burial service. The rest of his wishes was not exactly fulfilled; for the concourse of spectators was great; and the order of his funeral was more magnificent than would have met his approbation. It was as follows:—



## Body,

On a bier drawn by six horses, with trappings.

The PRINCE of MOLDAVIA,

In a sumptuous vehicle, drawn by six horses, covered with scarlet cloth,

Admirals MORDVINOFF and PRIESTMAN,

In a coach and six horses.

The Generals and Staff Officers of the Garrison, in their respective carriages,

The Magistrates and Merchants of Kerson, in their respective carriages.

## CAVALRY.

Other persons on horseback.

Followers on foot,

To the amount of two or three thousand.

A monument was afterwards erected over him, which, instead of the sun-dial he had requested, consisted of a brick pyramid, or obelisk, surrounded by stone posts with chains. This of course will not long survive Russian devastation, of whatsoever is interesting throughout the country. The posts and chains began to disappear before our arrival; and when Mr. Reginald Heber afterwards made the sketch from whence the *vignette* to this chapter was engraved, not a vestige of them was visible: there remained only the obelisk, in the midst of a bleak and desolate plain; and before it a couple of dogs were gnawing the bones of a horse, whose putrifying carcase added to the disgust and horror of the scene. A circumstance came to our knowledge before we left Russia, concerning Howard's remains, which it is painful to relate. Count Vincent Potozki, a Polish nobleman, of taste and talents, whose magnificent library and museum would do honour to any country, through a mistaken design of testifying his respect for the memory of Howard, had signified his intention of taking up the body, that it might be conveyed to his country seat, where a sumptuous monument has been prepared for its reception, upon a small island in the midst of a lake. His Countess, being a romantic lady, wishes to have an annual *fete*, consecrated to Benevolence; at which the nymphs of the country are to attend, and strew the place with flowers. This is so contrary to the earnest request of the deceased, and at the same time so derogatory to the dignity attached to his remains, that every friend to his memory must join in wishing it may never be fulfilled.—Count Potozki was absent during the time we remained in that part of the world, or we should have ventured to remonstrate; we could only therefore entrust our petitions to a third person, who promised to convey them to the Count after our departure.

The distance from Kerson to Nikolaëf is 62 *verss*, rather more than 41 miles. At the distance of five from the former place the road passes close to the tomb of Howard. It may be supposed we did not halt with indifference to view the hallowed spot,—*To abstract the mind from all local emotion would be impossible, if it were endeavoured, and if it were possible it would be foolish. Whatever withdraws us from the power of our senses; whatever makes the past, the distant, or the future, predominate over the present, advances us in the dignity of thinking beings.*—Far be from me, and my friends, that frigid philosophy, which might conduct us indifferent or unmoved over any ground that has been dignified by wisdom, bravery, or virtue: So spake the sage, in words never to be forgotten: unenvied be the man who has not felt their force; lamented he who does not know their author!

[To be continued.]

## Naval Poetry.

The heart's remote recesses to explore,  
And touch its springs, when Prose avail'd no more.

FALCONER.

THE debate in the House of Lords on Thursday, 29th November, was fruitful in nautical metaphors, such as of "the ship under way," and of the continuation for a time of the *impulsus remorum*, or of the *impetus* which the machine had received; &c. These figures were used by the speakers on the side of ministers principally to keep at a safe distance from the question in debate: but not so was Lord Grenville's felicitous quotation of that beautiful ode, wherein the poet (Horace) dissuades the Romans from reviving the civil war, representing the republic under the allegory of a ship. We have long desired to bring our naval readers acquainted with this charming relic of antiquity, and take this opportunity of presenting it to them both in the original language, and through the medium of Francis's spirited English version.

### LIB. I. ODE XIV.

*Non esse redintegrandum civile bellum.*

**O** NAVIS, referent in mare te novi  
Fluctus, O quid agis? fortiter occupa  
Portum. Nonne vides, ut  
Nudum remigio latus,  
Et malus celeri saucius Africo,  
Antennaeque gemant? ac sine funibus  
Vix durare carinae  
Possint imperiosius  
Æquor? non tibi sunt integra lintea;  
Non dii, quos iterum pressa voces malo:  
Quamvis Pontica pinus,  
Silvae filia nobilis,  
Jactes et genus, et nomen inutile.  
Nil pictis timidus navita puppibus  
Fidit. Tu, nisi ventis  
Debes ludibrium, cave.  
Nuper sollicitum quae mihi taedium,  
Nunc desiderium, curaque non levis,  
Interfusa nitentes  
Vites aequora Cycladas.

#### TRANSLATION.

Ill-fated vessel! shall the waves again  
Tempestuous bear thee to the faithless main?

What would thy madness, thus with storms to sport?  
 Ah! yet with caution keep the friendly port.  
 Behold thy naked decks; the southern blast,  
 Hark! how it whistles thro' thy rending mast!  
 Nor without ropes thy keel can longer brave  
 The rushing fury of th' imperious wave:  
 Torn are thy sails, thy guardian gods are lost,  
 Whom you might call in future tempests tost.  
 What tho' majestic in your pride you stood  
 A noble daughter of the Pontic wood,  
 You now may vainly boast an empty name,  
 Or birth conspicuous in the rolls of fame;  
 The mariner, when storms around him rise,  
 No longer on a painted stern relies.  
 Ah! yet take heed, lest these new tempests sweep  
 In sportive rage thy glories to the deep.  
 Thou late my deep anxiety and fear,  
 And now my fond desire and tender care,  
 Ah! yet take heed, avoid those fatal seas,  
 Which roll among the shining Cyclades.



## ANNA D'ARFET.

BY THE REV. WM. LISLE BOWLES.

(Founded on the Story of Robert Machin, by whom the Island of Madaira is supposed to have been discovered.)

O'ER my poor Anna's lowly grave,  
 No dirge shall sound, no knell shall ring;  
 But angels, as the high pines wave,  
 Their half-heard "*Miserere*" sing.

No flow'rs of transient bloom, at eve  
 The maidens on the turf shall strew;  
 Nor sigh, as the sad spot they leave,  
*Sweets to the sweet! a long adieu!*

But in the wilderness profound,  
 O'er her the dove shall build her nest,  
 And ocean swell, with softer sound,  
 A *Requiem* to her dreams of rest.

Ah! when shall I as quiet be,  
 When not a friend or human eye,  
 Shall mark beneath the mossy tree  
 The spot where we forgotten lie!



To kiss her name on the cold stone,  
Is all that now on earth I crave;  
For in this world I am alone—  
Oh! lay me with her in the grave!

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## NAVAL HISTORY OF THE PRESENT YEAR, 1810.

(*November—December.*)

### RETROSPECTIVE AND MISCELLANEOUS.

**T**HE King's illness still continues; \* in consequence of which certain arrangements are making, for the Prince of Wales to assume the office of Regent, with limited powers.—An outline of the proceedings will be seen in our Parliamentary report.

We have satisfaction in stating the capture of many more of the enemy's privateers, although such prizes unfortunately bear but a very unequal proportion to the swarms of those corsairs now at sea, or to the havoc they make among our defenceless coasting traders. We are also gratified to record in a preceding page,† certain precautions dictated by the Admiralty to the merchant-sea-service preventive of danger from the only description of shipping that the French are in the habit of trusting to sea. It is not for us to presume that our retrospective hint‡ may have in any degree contributed to the emanation of the official regulations in question. We know the NAVAL CHRONICLE has some readers at the Admiralty Office: but for certain reasons alluded to in the preface to this Volume, we fear that we

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\* The subjoined answer of Dr. Willis, to the question from the Committee of the House of Commons—"What is the distinction between mental derangement and insanity?"—presents a striking picture of the nature of the King's malady:—"I consider the King's derangement more nearly allied to delirium than insanity; whenever the irritation in his Majesty arises to a certain point, he uniformly becomes delirious. In delirium, the mind is actively employed upon past impressions, upon objects and former scenes, which rapidly pass in succession before the mind, resembling, in that case, a person talking in his sleep. There is also a considerable disturbance in the general constitution; great restlessness, great want of sleep, and total unconsciousness of surrounding objects. In insanity there may be little or no disturbance, apparently, in the general constitution; the mind is occupied upon some fixed assumed idea, to the truth of which it will pertinaciously adhere, in opposition to the plainest evidence of its falsity; and the individual is acting always upon that false impression: in insanity, also, the mind is awake to objects which are present. Taking insanity, therefore, and delirium, as two points, I would place derangement of mind somewhere between them. His Majesty's illness, uniformly, partakes more of the delirium than of the insanity."

† See *Naval Anecdotes, &c.* page 443.

‡ Page 327.

can hardly hope to be a favourite study in that quarter: which must be the case with a work that aspires to no party honours, and does not address itself to the passions. The fact, however, stands thus; that as soon as the diurnal prints had sounded the alarm of hostile equipments, we made the subject a leading article in the Naval History of the present Year for September—October. The shipping interest at Lloyd's\* followed us by sundry practical notifications, the public prints teemed with accounts of losses, and lastly the official *stimulus* has been given to the naval force on the home station, with considerable effect: but it still seems as if the selection of ships of war for particular services is susceptible of improvement; certain it is that the description of force termed “gun-vessels” is unfit to cope with the fast-sailing craft of the enemy, although from their easy draught of water they may answer for the purpose of close observation of the opposite coast, or may be useful to a convoy in a *defensive* sense, being what naval men call “warm” ships.

On this subject we will detain the reader no longer than just to subjoin the suggestion of an experienced naval officer, that vessels passing up Channel without protection in westerly winds, should, after passing the Start, and the shoal off the point, haul in towards Dartmouth, and round the Bay, instead of steering direct for Portland; in which tract all the danger lies. By going round the Bay with a fair wind and bold shore, vessels would keep inside the enemy's cruisers, and the difference in the passages, with a moderate breeze, would not at the most be more than three or four hours.

It is a circumstance highly honorable to this, or to any other government, that a French seaman, who was taken in a privateer in the West Indies, was liberated and sent to his native country, in one of the late carrels for Morlaix, because, on his passage from the West Indies, in the Fylla, he jumped overboard and saved the life of a British seaman, who had accidentally fallen from the yard-arm.

More has been made of the case of Jeffery, the seaman, than it altogether deserves, admitting every aggravation of circumstance. It has been stated that Government gave him his discharge, upon the condition that he should leave London.† It is to correct this erroneous statement (which is open to unfavourable inference to the case) that we insert the following copy of his discharge:—

“These are to certify, that Robert Jeffery, seaman, formerly belonging

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\* The following was posted up at Lloyd's Coffee-house.—“The Committee feel it their duty to make known to the Subscribers to this House, that on a communication with the Admiralty this morning they have been informed that the increase of the number of French privateers, fitted out and fitting from the various ports in the Channel and North Sea, is beyond precedent. They were at the same time assured, that every possible attention has been and will be paid to the protection of the trade.”

† See Alfred's letters, pages 303. 389.

to the Recruit, was received on board his Majesty's schooner the *Thistle*, under my command, at Halifax, in Nova Scotia, by order of Admiral Sir J. B. Warren, Bart. on the 26th of August, 1810, for a passage to England, and discharged at Portsmouth, on the 21st of September, 1810, by order of Admiral Sir R. Curtis, Bart. commander-in-chief, in pursuance of directions from the Lords Commissioners of the Admiralty, *to go where he pleases.*

“ P. PROCTOR,

“ Commander of his Majesty's schooner *Thistle.*”

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The inferior species of diplomatic communication lately held with France, through the medium of the Transport Board, for a cartel of exchange of prisoners, has failed of success; and our negotiator, a Mr. Mackenzie, has returned from his mission to Morlaix. We have some opinions of our own on that transaction, which want of room preclude the possibility of inserting here.

Since our last, the Duke of Sudermanland, now reigning in Sweden by the title of Charles XIII. has issued a declaration of war against England, dated at Stockholm, 19th November.

But this does not appear to be the only blow which seems to await English commerce. The dispute with the United States of America relative to our restrictions on their maritime trade is of so long standing, and has been so confused by the volumes which the lawyer-like statesmen on both sides have piled together, that it is difficult to render the matter intelligible to *unlearned* readers. The matter at present stands thus, that unless we rescind certain of our public acts called “Orders of Council,” some of which are now become partly laws, all intercourse between this country and the American States will be interdicted after the 2d of February next, while the commercial communication between France and those states will be contingently open, that power having revoked the regulations under the name of “decrees,” by which the French ruler had answered our restrictions on neutral navigation, but with still more violence: both parties having declared to America, that “as long as she submitted to the regulations of the one party, she must expect to be obliged to submit to those of the other.” It is a question of mere justice demanded by special compact, and being so, no consideration of mere expediency should stand in the way of good faith. After which, we have little hesitation in saying, that we hope the obnoxious orders will be repealed: and due homage being thus paid to the immutable principles of justice in a particular case, we are thoroughly convinced we shall stand on better ground for the grand stand that sooner or later we must make for the Sovereignty of the Sea, to the plain, simple, unqualified and absolute assertion of which we must make up our minds, or else debase them to become first an inferior nation, and then a vassal to France. This is our opinion. If we were to offer advice, all we should say is, *look before you leap.*



## PLATE CCCXXVII.

*Being the Frontispiece to this Volume.*

THE following is a copy of the Inscription on the Monument erected in Westminster Abbey to the Memory of Admiral Sir CHARLES WAGER, Knt.

To the Memory of Sir CHARLES WAGER, Knt.  
Admiral of the White, first Commissioner of the Admiralty,  
And Privy Counsellor.

A man of great natural Talents,  
improved by industry and long experience;  
who bore the highest commands  
and passed through the greatest employments  
with credit to himself and honour to his country.

He was in his private life,  
humane, temperate, just, and bountiful.

In public station  
valiant, prudent, wise, and honest;  
easy of access to all;  
plain and unaffected in his manners;  
steady and resolute in his conduct;  
so remarkably happy in his presence of mind  
that no danger ever discomposed him.  
Esteemed and favoured by his King,  
beloved and honoured by his Country,  
he dyed 24th May, 1743, aged 77.

This Monument was erected by Francis Guthry, Esq.  
in gratitude to his great Patron, A.D. 1747.

## Imperial Parliament.

HOUSE OF LORDS, THURSDAY, NOVEMBER 1.

THE Lord Chancellor stated the cause of this premature meeting of Parliament to be as follows.—A proclamation had appeared in the Gazette of October 20, for a farther prorogation of Parliament to the 29th of November; but, in consequence of the indisposition of his Majesty, for some days past, it had been impossible to obtain the royal sign manual for carrying that Proclamation into effect. Parliament therefore met, from necessity, on the day to which it had been formerly prorogued. The Lord Chancellor having stated, that there were strong hopes of his Majesty's recovery, Lord Liverpool moved that the House do adjourn to the 15th of November, which was agreed to, *nem. dis.*

THURSDAY, NOVEMBER 15.

On the ground, that it was the opinion of his Majesty's physicians, that his Majesty was in a progressive state of recovery, the Lord Chancellor moved, that the House do again adjourn to the 29th of November.—Agreed.

THURSDAY, NOVEMBER 29.

On the motion of Earl *Camden*, the examination of the King's physicians (Reynolds, Halford, Heberden, Willis, and Baille) before the Privy Council, was laid before the House.

By this paper, it appeared, that the physicians were concurrent in opinion, that the King's health was greatly improved, and that the probability was in favour of his speedy recovery.

Lord *Liverpool* therefore moved, that the House do adjourn to the 13th of December.

Earl *Spencer* moved, as an amendment, "that a select committee be appointed to examine the physicians, touching the state of his Majesty's health.

On a division, the amendment was negatived, in favour of the motion for adjournment, by 88 against 56.

THURSDAY, DECEMBER 13.

His Majesty's recovery not having kept pace with the expectations excited by the reports of the attendant physicians, the Earl of *Liverpool* moved for the appointment of a Committee to examine the physicians, touching the indisposition of his Majesty, and to report thereon to the House.—Agreed to, and a Committee appointed accordingly.

THURSDAY, DECEMBER 20.

The report of the Committee was brought up, and ordered to be printed.

## HOUSE OF COMMONS, THURSDAY, Nov. 1.

The Speaker having delivered a similar statement to that of the Lord Chancellor, in the Upper House, an adjournment for a fortnight was unanimously agreed to, on the motion of the Chancellor of the Exchequer.

THURSDAY, NOVEMBER 15.

Mr. *Perceval*, after stating the opinion of the King's physicians, that his Majesty's health was in an amended state, moved for a farther adjournment to the 29th of November.

Mr. *Whitbread*, Sir *F. Burdett*, and others, opposed the motion, on the ground that the authority, on which the King's convalescent state was reported, was insufficient.

Sir *F. Burdett* accordingly moved, as an amendment, that the House do only adjourn from day to day.

On a division, the amendment was negatived in favour of the original motion, by 543 against 58.

THURSDAY, NOVEMBER 29.

The opinion of the King's physicians having been laid before the House, Mr. *Perceval* moved for an adjournment to the 18th of December.

Messrs. *Whitbread*, *Ponsonby*, *Burdett*, and others, opposed the motion; but, on a division, it was carried by 233 against 129.

Mr. *Ponsonby* then moved for the appointment of a Committee, to examine his Majesty's physicians, and to report on the next meeting of the House.

The House again divided; when the motion for a Committee was negatived, by 230 against 137.

THURSDAY, DECEMBER 13.

Mr. *Perceval* made a motion for the appointment of a Committee to examine his Majesty's physicians, which was agreed to, and a Committee appointed accordingly.

MONDAY, DECEMBER 17.

The report of the Committee was brought up, and ordered to be printed.

THURSDAY, DECEMBER 20.

In a Committee of the whole House, on the state of the Nation, Mr. *Perceval*, agreeably to notice, submitted the three following resolutions, founded on the report of the Committee, appointed to examine his Majesty's physicians:—

“ That it is the opinion of this Committee, that his Majesty is prevented by his present indisposition from coming to his Parliament, and from attending to the public business, and that the personal exercise of the Royal Authority is therefore for the present interrupted.”

“ That it is the opinion of this Committee, that it is the right and duty of the Lords Spiritual and Temporal, and Commons of Great Britain, now in Parliament assembled, and lawfully, fully, and freely representing all the estates of the People of this Realm, to provide the means of supplying the defect of the personal exercise of the Royal Authority, arising from his Majesty's said indisposition, in such manner as the exigency of the cases may appear to require.”

“ That for this purpose, and for maintaining entire the Constitutional Authority of the King, it is necessary that the said Lords, Spiritual and Temporal, and Commons of Great Britain, should determine on the means whereby the Royal Assent should be given in Parliament to such Bills as may be passed by the two Houses of Parliament, respecting the exercise of the Powers and Authorities of the Crown, in the name and on the behalf of the King, during the continuance of his Majesty's indisposition.”

The first resolution was agreed to, *nem. con.* Some voices were raised against the second, but it was carried without a division. To the third, Mr. *Ponsonby* proposed the following Amendment:—

“ That an humble Address be presented to his Royal Highness the Prince of Wales, to request his Royal Highness to receive, during the ill-



ness of the King, and no longer, the Executive Government of the Realm, under the name and title of the United Kingdom, &c."

After a long debate, the original motion was carried, against the amendment, by 269 to 157.

## Letters on Service,

*Copied verbatim from the LONDON GAZETTE.*

ADMIRALTY-OFFICE, OCTOBER 27, 1810.

**L**IEUTENANT HENRY TAYLOR, commanding his Majesty's cutter *Olympia*, has reported, by a letter to John Wilson Croker, Esq. his having, on the 4th of August last, captured l'*Atalante* French brig, pierced for eighteen guns, but only two mounted, from the Isle of France, bound to Bourdeaux with a valuable cargo.

NOVEMBER 17.

*Copy of a Letter from Captain Hawtayne, of his Majesty's Ship Quebec, addressed to Vice-admiral Sir Edward Pellew, Bart. and transmitted by him to John Wilson Croker, Esq.*

*His Majesty's Ship Quebec, off the Texel,  
November 9, 1810.*

SIR,

I have the honour to report to you the capture of la *Jenne Louise*, a very fine French privateer schooner, of 14 guns and 35 men, which was very gallantly attacked and carried last night, in the *Vlie Stroom*, by a party of volunteers, in three boats, from the *Quebec*, under command of the first lieutenant, Stephen Popham, seconded by Lieutenant Richard Augustus Yates.

And to do justice to the distinguished gallantry of Lieutenant Popham and the officers and men employed upon this service, I must state to you, Sir, that in running past the *Vlie* and Schelling yesterday evening, to resume our station before the *Texel*, the schooner was discovered at anchor within, and Lieutenant Popham immediately offered his services to make an attempt upon her; accordingly, the frigate was brought to without the Sands in sight of the enemy, and the boats immediately despatched; and although we saw the engagement at half-past nine o'clock, it was not till after a long and anxious night that we had the extreme joy of seeing the schooner, beating out of the enemy's harbour, through the very intricate navigation of the passage, with the British colours flying over the French.

I understand that the boats had to pull against a very strong tide, and found the enemy fully prepared for the attack, and closely surrounded by sands, on which they grounded, and in this situation received three distinct broadsides from cannon and musketry within pistol-shot, and, notwithstanding, they extricated themselves and boarded. The enemy contended the point on deck, in which the French captain, Galien Lafont, capitaine de vaisseau, a member of the legion of honour, was killed in personal contest by Lieutenant Yates.

I am sorry now, Sir, to state the loss sustained in this service on our side; John Thompson (2) seaman, killed; Thomas Jones, seaman, drowned; Christ. Gilbertson, seaman, wounded; and a boat destroyed;

and on that of the enemy, besides the commander, one seaman killed and one wounded.

Lieutenant Popham speaks in the highest praise of the spirit and good order maintained by Lieutenant Yates, Mr. McDonald, master's mate in command of the third boat, Mr. Duncan, clerk, Charles Ward, gentleman, volunteer, and the whole of his party; la Jeune Louise carries six twelve and eight nine-pounder carronades, and the remainder of her crew, consisting of sixty men, were some of them landed that morning sick, and others in a prize at sea; and the prisoners state her to be a much finer vessel than her consort in the last cruise, Sans Souci.

I have the honour to be, &c.

CHA. HAWTAYNE.

*Sir Edward Pellew, Bart. Vice-admiral  
of the Red, &c.*

*Copy of a Letter from Captain Tower, of his Majesty's Ship the Curaçoa, addressed to Captain Holham, of the Northumberland, and transmitted by Admiral Lord Gambier to John Wilson Croker, Esq.*

SIR, *His Majesty's Ship Curaçoa, at Sea, November 9, 1810.*

In proceeding to execute your orders, I have the honour to inform you, we discovered off the Land's End, a man-of-war brig close in pursuit of a schooner, which the signal from the brig soon told me was an enemy; in consequence all sail was made, and we captured (after three hours chase) at half-past two P.M. the French privateer schooner la Venus, commanded by M. Guillaume Augenard, armed with 14 guns, and a complement of 67 men, from L'Orient 14 days, a disastrous cruise, without making a capture, and received last night, off Scilly, a compleat beating from an English ship supposed to be a packet, with whom la Venus engaged two hours; during the action they lost five men, had fourteen wounded; the rigging and sails likewise bear evident marks of the contest. Captain Hopkins had been strenuously chasing this privateer from daylight, and to his signals and manœuvres the capture may be attributed.

I have the honour to be, &c.

J. TOWER.

NOVEMBER 20.

*Copy of a Letter from Admiral Sir Roger Curtis, Bart. Commander-in-chief at Portsmouth, to John Croker, Esq. dated the 17th Instant.*

SIR,

I herewith enclose, to be laid before the Lords Commissioners of the Admiralty, a letter from Captain Grant, of the Dianna, reporting the sailing from Havre, and subsequent attack under the batteries of La Hogue, of the two frigates of the enemy, which have been some time blockaded in the former port by the ships under his orders: one of the enemy's frigates is on shore on the rocks of St. Vaast, where she lies on her beam ends; and the other a-ground on the shoal near the fort.

It would be great injustice were I not here to mention the persevering vigilance and correctness of judgment, with which, under the directions of Captain Grant, of the Dianna, the blockade of these ships has been conducted, and to which their present situation is to be attributed.

I likewise transmit a letter from Captain Malcolm, of the Donegal, who with that ship and the Revenge joined the Diana and Niobe in attacking the second frigate, after the first was on shore. A list of men killed and wounded in the several ships on this occasion is also enclosed herewith.

I have the honour to be, &c.

ROGER CURTIS.

*His Majesty's Ship Diana, at Anchor off la Hogue,  
November 16, 1810.*

SIR,

I have the honour to inform you, that though the wind was strong from north-east and north-east by north, on Monday evening, the 12th instant, with a very heavy sea, I thought it probable the enemy's frigates might endeavour to push out; I therefore placed the ships in the best position I could suppose, and at half-past twelve on Tuesday morning we were fortunate enough to see, and found ourselves in shore of them; the wind having backed to north by east threw them considerably to windward of us, but prevented their getting round Barfleur; we were so near as to fire two broadsides at them before they got under the batteries of Marcou. At this time Captain Loring, in the Niobe, had pushed in shore in hopes of cutting off the sternmost ship, which he had nearly effected, but the wind blowing fresh from the northward and eastward, with a heavy sea, and the flood tide about to make, we could not prevent their getting through the narrow passage on the west end of Marcou. On Tuesday forenoon they weighed, and remained under sail close under the batteries of Marcou for several hours, and in the evening got into La Hogue Roads, we having been driven to the north of Barfleur by the ebb tide, the wind easterly. On the Wednesday morning I sent Captain Loring, in the Niobe, to give Captain Malcolm, in the Donegal, information of the situation of the enemy's ships, and made all sail in this ship to the anchorage off La Hogue, and, on my approaching it, had the satisfaction to see one of the enemy's frigates run on shore. I anchored at one P.M. and continued so until morning, when I perceived that the other of the enemy's frigates seemed to be in a position where she might be attacked; I weighed on the first of the flood, and made sail for her, but the enemy, on observing our intentions, weighed and went close into the shoal of St. Vaast, and immediately between the batteries of La Hogue and Tatilion. I determined, however, to go as close to her as I could, without getting on shore, in hopes something might be done; but after twice standing in close alongside of her, sustaining the fire of the two batteries, together with the frigate, which by this time had received considerable reinforcements of men from the shore, I found the fire so very heavy, that I saw no hope of doing any thing effectual against her.

At this time Captain Malcolm, of the Donegal, arrived with the Revenge and Niobe, and the attack was renewed by the four ships, who continued going in alternately, and made every exertion so long as the tide would permit them to do so; and I have no doubt the frigate must have received very great injury from it. I am sure I need not tell you how very mortified all on board the Diana and Niobe are, that, after our anxious blockade, we have not been able to do more; but I trust you will believe, that every thing has been done that was in our power, to get possession of the frigates; and it is some consolation to be able to say, that one of them is on the rocks of Saint Vaast, on her beam ends, and last night fell over on her larboard side, having been before on her starboard, and the other laying apparently on the shoal near the fort, and, I trust, not in a state to go to sea for a considerable length of time.

It now remains for me to say, that nothing could exceed the steady behaviour of my officers and men of the Diana; and to Mr. Rowe, the first lieutenant, I feel particularly indebted for his assistance and exertion. Captain Loring speaks in the highest terms of his officers and men, particularly Lieutenant Simpson.

I am happy to say, that though we were a long time under so heavy a fire, we have only one marine slightly wounded, but the ship has suffered very considerably in her masts, sails, hull, and rigging. Unless they dis-



mantle the enemy's frigate, I shall continue on my present station until I have the honour to receive your orders.

I have to beg your forgiveness for the length of this, but hope that the variety of occurrences necessary to be stated will plead my excuse.

I have, &c.

CHARLES GRANT.

*Sir Roger Curtis, Bart. Admiral of the Red, &c.*

SIR,

*Donegal, at St. Helen's, November 17, 1810.*

On the 14th instant, being near to Barfleur, Captain Loring, of the *Niobe*, informed me that two large French frigates had sailed from Havre on the night of the 12th, and had been chased into La Hogue by the *Diana* and *Niobe*.

Next morning, in company with the *Revenge*, I joined the *Diana* off La Hogue, and observed one of the enemy's frigates aground near to St. Vaast (the day before she had been driven from her anchors in the gale from the southward), the other was anchored very near to the shore, between the forts of La Hogue and Tatilion; it was impossible to approach her but under the fire of her guns, and those of the two batteries, which are very considerable.

We tacked three times near to her, firing our broadsides whilst going about; the *Revenge*, *Diana*, and *Niobe* did the same; and it is with pleasure I inform you, that the ships were manœuvred with the greatest precision, although the shot and shells fell in abundance around them, and the guns could only be brought to bear when head to wind.

At one o'clock the tide of ebb drifting us to leeward, obliged us to desist from the attack, and we anchored out of gun-shot.

Some of our rigging is cut, and a shot in the head of the main-top-mast, but otherwise our damages are not very material. The *Donegal* had three men wounded, and *Revenge* seven, two of whom are since dead.

Having on board some of Colonel Congreve's rockets, in the night I sent the boats under the command of Mr. Taylor, first lieutenant of the *Donegal*, who fired several in the direction of the frigate.

Whether from their effect or from the effects of our cannonade, I know not, but at day-light we observed her nearer to the shore, and aground; the other was on her beam ends, and nearly dry at low water.

As they were now perfectly protected by the batteries, it did not appear to me that any further attempt could be made to destroy them; I therefore resumed my station with the *Revenge*, leaving the *Diana* and *Niobe* to watch the port of La Hogue.

Captain Grant will have detailed to you the particulars respecting his own ship and the *Niobe*; I have only to say, that the conduct of both, whilst acting with me, was such as was to be expected from well-appointed English frigates.

One of the frigates I consider to be lost; she was first on her starboard beam ends, and when raised by the tide, fell over on it, leaving her on her larboard side; the other must have suffered very considerably from our shot, and where she is aground, is exposed to the east winds.

I have the honour to be, &c.

*To Sir Roger Curtis, Bart. &c.*

PULTNEY MALCOLM.

*A List of Men Killed and Wounded on board the Donegal, Diana, Niobe, and Revenge, off La Hogue, November 15th, 1810.*

*Donegal*.—John Rustren, quarter-gunner, severely wounded; James Cameron, landman, slightly wounded; John Halfpenny, private marine, do.

*Diana*.—One private marine (name not given) slightly wounded.

*Niobe*.—None killed or wounded.

*Revenge*.—Edward Kendrick, ordinary seaman, since dead; James M'Gourvey, ordinary seaman, ditto; Joseph Willford, ordinary seaman, dangerously ill; John Mayne, ordinary seaman, slightly wounded; Ralf Halliday, able seaman, ditto; William Harding, ordinary seaman, ditto; George Grant, ordinary seaman, ditto; Michael Fitzgibbons, ordinary seaman, ditto; Matthew Hebdidge, private marine, ditto; William James, boy 3d class, ditto.

#### NOVEMBER 20.

*Copy of a Letter from the Hon. Captain Irby, of his Majesty's Ship the Amelia, to John Wilson Croker, Esq. dated in Plymouth Sound the 16th Instant.*

SIR,

I beg leave to acquaint you, for the information of the Lords Commissioners of the Admiralty, that having executed their Lordship's orders of the 8th of August, and proceeding to this port (where I arrived this day), his Majesty's ship under my command captured, on the 8th instant, in lat.  $44^{\circ} 41'$  north, long.  $21^{\circ} 24'$  west, after a chase of thirteen hours, going at times at the rate of twelve and an half knots, the corvette-built privateer *le Charles*, of Bordeaux, three hundred tons burthen, pierced for twenty-two guns, carrying twelve long English six-pounders, and eight English eighteen-pounder carronades, and a crew consisting of one hundred and seventy men, commanded by Pierre Alexandre Marraud.

She left L'Orient on the 4th of October, having been built there about eight months since, for the purpose of making a run to the Isle of France, but has never been to sea before this cruise. She is a strong handsome ship, capable of mounting much heavier metal than she now has, and, from her good qualities, well calculated for the service she was on.

I have, &c.

FREDERICK PAUL IRBY.

*Copy of a Letter from Captain Bell, of his Majesty's Sloop the Phipps, addressed to Vice-admiral Campbell, and transmitted by Commodore Owen to John Wilson Croker, Esq.*

SIR,

*His Majesty's Sloop Phipps, Downes, November 16, 1810.*

Having weighed and proceeded to sea in his Majesty's sloop under my command, agreeable to your order, immediately the tide slack'd last evening, I have the honour to acquaint you, that before twelve o'clock we were alongside a French lugger privateer, who led us close under Calais, and so near in shore, that I was obliged, although firing grape shot into her, to give up the chase.

As we saw, while chasing her, two other luggers lying to windward, I thought, by beating up in shore of them, we might escape their notice, until far enough to fetch them. This charge was readily undertaken by Mr. Richard Sickett, the pilot, and performed much to my satisfaction. About five o'clock in the morning we had the pleasure of getting close to one of them, when an action commenced. The enemy, for a quarter of an hour, kept up an incessant fire of musketry. As I perceived his determination was to run on shore, and we were then only in three and a half fathoms water, the only prospect of capturing her was to lay her on board. This was done, and, under the fire of our broadside, Lieutenant Robert Tryon, assisted by Mr. Wright, master's mate, and Mr. Geddes, boatswain, in a

most gallant manner headed the party of boarders, when the enemy, in a few minutes, surrendered. She proved to be *le Barbier de Seville*, a perfectly new vessel, had been out two days from Boulogne, but not made any capture; she mounted sixteen guns, with sixty men, commanded by François Brunet.

The pleasure I should feel in stating, that the conduct of every one under my command has been such as to merit the highest terms I can possibly describe it in, is greatly damped by the reflection, that this capture has been attended with the loss of one seaman (John Thompson), and Lieutenant Tryon being dangerously wounded: but the surgeon gives me hopes that this gallant young officer may yet be restored to his friends and to his country. The enemy's loss is severe, having six killed and eleven wounded; among the latter is every officer of the privateer, with the exception of the second captain.

At day-light we saw his Majesty's brig *Zephyr* steering down to us; Captain Dickens gave me every assistance in shifting the prisoners, and took the prize in tow, for the purpose of conveying her into port. Our own running rigging being very much cut, and, for the accommodation of the wounded, I was anxious to get into the *Downes* myself; notwithstanding all exertions, the prize very soon went down, having, as I since understand by the prisoners, received several shot from us between wind and water. The loss of the vessel is of no importance, but I lament to hear that one of our men (John Pierce) was drowned.

I have, &c.

CHRISTOPHER BELL.

To Vice-admiral Campbell, Commander-in-chief, &c.

Captain Colin Campbell, commander of his Majesty's sloop the *Plover*, has transmitted to John Wilson Croker, Esq. a letter addressed by him to Admiral Sir Roger Curtis, giving an account of his having, on the 16th inst. captured and scuttled in the Channel, three enemy's privateer luggers, one of thirty-two men, and the others of twenty-four each.

NOVEMBER 24.

*Copy of a Letter from Admiral Sir Charles Cotton, Bart. Commander-in-chief of his Majesty's Ships and Vessels in the Mediterranean, to John Wilson Croker, Esq. Dated on board the San Josef, off Toulon, September 12, 1810.*

SIR,

I cannot desist from forwarding to the Lords Commissioners of the Admiralty, the enclosed detailed account of a gallant enterprise performed by the boats of the *Amphion*, *Active*, and *Cerberus*, which resulted in the surrender of the garrison of Grao, and the capture and destruction of a convoy of the enemy from Trieste.

I have the honour to be, &c.

C. COTTON.

SIR,

*Amphion, Gulph of Trieste, June 29, 1810.*

A convoy of several vessels from Trieste were chased into the harbour of Grao by the boats of the *Amphion* yesterday morning, and the officer (Lieutenant Slaughter), on his return, reported that they were laden with naval stores for the arsenal at Venice. As the Italian government are making great exertions at the present moment to fit out their marine at that port, the capture of this convoy became an object of importance, and I was the more induced to attempt it, as its protection (it was said) consisted only in twenty-five soldiers stationed at Grao, an open town in the



Triule; the sequel will shew that we were both deceived as to the number of the garrison and the strength of the place; and if I should enter too much into detail in relating to you the circumstances attending its capture, I trust, Sir, you will consider it on my part as only an anxious desire to do justice to the gallant exertions of those who were employed on the occasion.

The shoals of Grao prevent the near approach of shipping of burthen; the capture of the convoy therefore was necessarily confined to boat service, and I telegraphed to his Majesty's ships *Cerberus* and *Active* on the evening of the 28th, that their boats and marines should assemble alongside the *Amphion* by twelve o'clock that night. It fell calm in the early part of the evening, and conceiving, from our distance from Grao, that the boats of the *Active* (who was considerably in the offing) would not arrive in time, I wrote to Captain Gordon to request they might be sent immediately; I mention this, as it will account why that ship's boats and marines were not in the station assigned them in the attack, and that no possible blame can be imputed to the officers and men employed in them for their not being present, as distance alone prevented them. Captain Whitby, of the *Cerberus*, very handsomely volunteered his services on this occasion; but I considered it as a fair opportunity for my second lieutenant (*Slaughter*), (the first lieutenant being absent, having been detached on other service in the barge the day before,) to distinguish himself, and he has fully in every way justified the confidence I had in him.

The convoy were moored in a river above the town of Grao, and it was absolutely necessary to be first in possession of it; the defences of the town were two old castles, almost in ruins, with loopholes for musketry, and a deep ditch in their front, extending from one castle to the other. The boats from the *Amphion* and *Cerberus* put off from the ship about forty minutes past eleven, and the marines of both ships under Lieutenants *Moore* and *Brattle* (of marines), and Lieutenant *Dickenson*, of the *Cerberus*, the whole under the command of Lieutenant *Slaughter*, landed without musket-shot to the right of the town before day-light, and instantly advanced to the attack, the launches with carronades under Lieutenant *O'Brien* (third of the *Amphion*) accompanying them along shore. It had been intended that the *Amphion's* and *Active's* should have landed to the right of the town, and the *Cerberus* to the left, but the former boats not arriving, Lieutenant *Slaughter* very properly took the *Cerberus's* with him, and left the gig to direct the *Active's* to the left; of course they had much further to row, and, much to the regret of all, did not get on shore till after the place was taken. A very heavy firing commenced about dawn of day, the enemy considerably stronger than was imagined, and, assisted by a numerous peasantry, kept up a very destructive fire on our men whilst advancing, who purposely retired a little to the left, taking shelter under some hillocks, and what the unevenness of the ground afforded; they were followed by the French troops, who, conceiving this to be a retreat on the boats, quitted their advantageous position and charged with the bayonet. It no longer became a contest to be decided by musketry; they were received with the steadiness and bravery inherent in Englishmen; both officers and men were personally engaged hand to hand, and out of the number killed of the enemy in this encounter, eight were bayonet wounds, which will convince you, Sir, of the nature of the attack.

A struggle of this kind could not last long, and the French troops endeavoured, in great confusion, to regain their former position; they were closely pursued, and charged in their turn, which decided the business, and the whole detachment of the enemy, consisting of a lieutenant, serjeant, and thirty-eight privates of the 81st regiment (all Frenchmen) were made prisoners, leaving our brave men in possession of the town, and twenty-five

vessels laden with stores and merchandize. The Active's boats landed at this moment, to the left, and her marines, under Lieutenant Foley, were of great use in completely securing the advantages gained. Every exertion was now made to get the convoy out of the river; but it being almost low water it was late in the evening before they could be got afloat, and much labour and fatigue was occasioned, being obliged to shift the cargoes into smaller vessels to get them over the Bar. About eleven o'clock in the forenoon an attack was made on the town by a party of French troops coming from Maran, a village in the interior; the force nearest them, under Lieutenants Slaughter, Moore, and Mears of the Active, instantly attacked, assisted by the launches in the river, and the enemy, finding all resistance ineffectual, after losing two killed, threw down their arms and surrendered. In this latter business a lieutenant and twenty-two men of the 5th regiment of light infantry (all French troops) were made prisoners. The same intrepidity which had insured success before, was equally conspicuous on this second occasion. About seven in the evening I had the satisfaction of seeing the whole detachment coming off to the squadron, which I had anchored about four miles from the town, directly the wind allowed, and every thing was secured by eight o'clock. A service of this nature has not been performed without loss; but every thing considered, it falls short of what might have been expected from the obstinate resistance met with. Lieutenant Brattle, of the royal marines, of the Cerberus, is severely wounded in the thigh, and will, I trust, recover. He has (with every officer and man in the party) distinguished himself greatly. No credit can attach itself to me, Sir, for the success of this enterprise; but I hope I may be allowed to point out those to whose gallant exertions it is owing; nor can I sufficiently express my thanks to the commanding lieutenant, Slaughter, who has on this, and on many frequent instances before, given proofs of courage and conduct, which merits every encouragement, and I beg leave to recommend him, in the strongest terms, to your consideration. He expresses himself in the handsomest manner of Lieutenant Dickenson, of the Cerberus, and Moore and Brattle of the marines, and of every petty officer and man employed.

It is hard to particularize where all distinguish themselves, but the conduct of Lieutenant Moore, who commanded the marines, (till the Active's landed) is spoken of in such high terms by all, that I feel it a duty to mention him, and I do it in that confidence of his worth, which his exemplary behaviour, during five years' service together, has long insured him.

Opportunities do not often occur where officers are personally engaged, but in the one I have endeavoured to describe, the commanding lieutenant, and his two gallant associates (Moore and Dickenson) owe their lives to their own individual bravery and strength. Indeed, the conduct of every one employed merits the warmest encomiums; and I regret I cannot have it in my power to particularize them.

The vessels captured are chiefly laden with steel, iron, and merchandize. The prisoners in all are two lieutenants, two serjeants, and fifty-six privates of the 5th and 81st regiments, which composed part of General Marmont's army, and distinguished themselves in the late war with Austria, at the battle of Wagram.

I enclose returns of the killed and wounded, and have to regret four valuable marines amongst the former. I also forward the returns of officers employed on this service, with the vessels captured, and I have. &c.

W. HOSTE.

*Admiral Sir Charles Cotton, Bart. Commander-in-chief, &c.*

*List of Officers belonging to his Majesty's Ship Amphion, William Hoste, Esq. Captain, employed in the Boats and on Shore in the Attack on the Town of Grao, 29th June, 1810.*

Lieutenant William Slaughter; Lieutenant Dennis O'Brien; Lieutenant Thomas Moore, of the royal marines; Mr. Joseph Gape, midshipman; Mr. Charles H. Ross, master's mate; Mr. Thomas Edward Hoste, midshipman; Mr. Charles Bruce, midshipman; Mr. Cornwallis Paley, midshipman; Mr. James Leonard Few, schoolmaster; Mr. Samuel Jeffery, volunteer.  
W. HOSTE, Captain.

*Cerberus's List of Officers employed in taking the Town and Trade of Grao, 29th June, 1810.*

James Dickenson, lieutenant; Jeremiah Brattle, lieutenant of the royal marines; John Johnson, gunner; John Miller, midshipman; George Farenden, midshipman; Joseph Stoney, midshipman; George Fowler, midshipman; William Sherwood, midshipman; Charles Mackey, midshipman; Lewis Rollier, midshipman.

HENRY WHITBY, Captain.

*Amphion's List of Seamen and Marines Killed and Wounded in the Attack on the Town of Grao, 29th June, 1810.*

*Killed.*—David Coles, marine; Thomas Kenyon, marine; James McDough, marine; Tomaso Felix, marine.

*Wounded.*—James Clarke, marine, severely; William Jones, able seaman, ditto; George Brown, able seaman, slightly.

*Enemy's Loss.*—10 killed, 8 wounded.

W. HOSTE, Captain.

*A List of Marines Wounded on board his Majesty's Ship Cerberus, in taking the Town and Trade of Grao, 29th June, 1810.*

Jeremiah Brattle, lieutenant, severely; William Sharp, private, dangerously; Simon Cunningham, private, lost an arm; Samuel Haynes, private, severely; Henry Bentley, private, slightly.

HENRY WHITBY, Captain.

*List of Enemy's Vessels captured and destroyed by the Boats of his Majesty's Ships Amphion, Active, and Cerberus, in the Harbour of Grao, in the Friule, 29th June, 1810.*

Burnt in the river, not being able to get them over the bar, 11.

Brought out and sent to Lissa with cargoes, 5.

Small trading vessels, loaded from the large vessels burnt, 14 or 15.

W. HOSTE, Captain.

*Extract of another Letter from Admiral Sir Charles Cotton, Bart. to John Wilson Croker, Esq. dated on board the San Josef, off Toulon, September 12, 1810.*

SIR,

I have the honour to forward, for the information of the Lords Commissioners of the Admiralty, a copy of a letter I received on the 10th instant, from Rear-admiral Martin, and dated the 28th of July, together with the inclosures referred to therein.

Their Lordships, no doubt, will view with satisfaction the conduct of Captains Waldegrave, Prescott, and Nicholas, no less than of the other officers, seamen, and marines employed in the attack of the enemy's con-



voy, of thirty-one vessels, laden with stores and provisions, from Naples for Murat's army, at Scylla, together with seven large gun-boats, and five scampavias protecting the same, which have wholly fallen into our hands.

I have the honour to be, &c.

C. COTTON.

*Canopus, at Anchor to the Northward of the Faro,  
off Messina, July 28, 1810.*

SIR,

I have great pleasure in transmitting to you two letters, the former from Captain Markland, of the *Bustard*; the latter, with enclosures, from the Honourable Captain Waldegrave, of the *Thames*.

The capture and destruction of the whole of the enemy's convoy from Naples, you will observe, by the very judicious conduct of Captains Waldegrave, Prescott, and Nicholas, has been effected with only the loss of one man killed and six wounded, although all the vessels composing the convoy were hauled upon the beach, from whence they were launched by the crews of the *Thames*, *Weazle*, and *Pilot*, though exposed to a heavy fire of musketry from the persons in the convoy (nearly the whole of whom made their escape), assisted by some soldiers, near *Amanthea*.

I have the honour to be, &c.

GEORGE MARTIN.

*To Admiral Sir C. Cotton, Bart. Commander-in-chief, &c.*

SIR,

*Bustard, off Contessa, July 24, 1810.*

I have the pleasure of informing you that the armed feluccas which you had intelligence of last night were completely destroyed this morning by his Majesty's sloops *Halcyon* and *Bustard*, under Cape del Arme, where they were for a long time defended by their crews, some soldiers, and the neighbouring peasantry.

I have the honour to be, &c.

JOHN DUFF MARKLAND.

*To J. W. Spranger, Esq. Captain of his  
Majesty's Ship Warrior, at Messina.*

*His Majesty's Ship Thames, Gulf of St. Euphemia,  
July 26, 1810.*

SIR,

A convoy of thirty-one vessels, laden with stores and provisions for Murat's army at Scylla, together with seven large gun-boats and five scampavias protecting them, have wholly fallen into our hands.

This is an event of such importance at the present moment, and the circumstances attending the capture so highly honourable to the officers and men employed on this service, that I may be allowed to detail the particulars.

At day-light yesterday morning, standing along this coast with the *Pilot*, I saw the *Weazle*, off *Amanthea*, with the signal for a convoy in that direction. The enemy, on seeing us, hauled the vessels high on the beach, under the town, where they were flanked by two small batteries, while the gun-boats and scampavias were drawn up in a line for their protection. Being nearly calm, it was two before we closed, this ship and the two brigs in a close line, then running along within grape, drove the enemy from their vessels and anchored. Captain Prescott shewed the example of pushing off with his boats, I instantly supported him with ours and the *Pilot's*, under the orders of Lieutenant Collier, first of this ship. The marines were landed under Lieutenant Macadam, of the royal marines, to cover the seamen launching the vessels; the ships all the time firing on the

batteries, and wherever musketry was collected to oppose the party on shore, for the enemy had not only thrown up an embankment outside the vessels to prevent our getting them off, but also one within them to afford shelter for the numerous troops collected, who, when driven from these entrenchments, still annoyed us greatly from the walls of the town.

At length every difficulty was surmounted, and by six all the vessels were brought off, except one laden with bread, which was burnt; if we have not now possession of her, and the others destroyed as per list, it is only from their having been too much shattered by our destructive fire to float.

By the result of this successful attack, you will judge better than from any thing I could add, what must have been the conduct of every individual. Gratified as I feel at an opportunity of testifying the gallantry and zeal of Captains Prescott and Nicholas, and Lieutenant Collier, together with all the officers and crews of the ships, (more particularly those in the boats) for their sakes I cannot help regretting it should not have fallen to their lot to have been under the command of one, whose testimony would have greater weight in ensuring them that applause and reward to which such conduct so justly entitles them.

I have the honour to be, &c.

G. G. WALDEGRAVE.

*George Martin, Esq. Rear-admiral of  
the Red, &c.*

*A List of Officers employed in the boats on the above Occasion.*

*Thames.*—First lieutenant, Edward Collier; second lieutenant, Francis Molesworth; Lieutenant Macadam, royal marines; Messrs. Liddon, Wyvell, Veal, Murray, Honourable Trefusis Cornwall, and Wilkinson, midshipmen; Mr. Mullins, boatswain; Mr. Beckett, carpenter.

*Weazle.*—Captain Prescott; Lieutenant Davis; Mr. Cayme, master; Messrs. Holmes and Golding, midshipmen.

*Pilot.*—Lieutenants Annesley and Penruddock; Mr. Thomas Herbert, boatswain; Mr. Leigh, master's mate.

*A List of Armed Vessels and Transports taken and destroyed by his Majesty's Ships Thames, Weazle, and Pilot, at Amanthea, 25th July, 1810.*

*Armed Vessels and Transports taken.*

Gun-boat, No. 20, iron eighteen-pounder; gun-boat, No. 25, iron eighteen-pounder; gun-boat, No. 36, iron eighteen-pounder; gun-boat, No. 39, brass thirty-six-pounder; gun-boat, No. 42, brass thirty-six-pounder; gun-boat, No. 64, iron eighteen-pounder; Scampavia, brass nine-pounder; scampavia, brass four-pounder; armed pinnace, swivels, &c.; Transports, twenty-eight in number.—Total taken—6 gun-boats, 3 armed vessels, and 28 transports.

*Armed Vessels and Transports destroyed.*

Gun-boat, No. 37, iron eighteen-pounder, sunk; scampavia, iron six-pounder, sunk; scampavia, iron four-pounder, sunk; transports, three in number.—Total taken and destroyed—7 gun-boats, 5 armed vessels, 31 transports, coasting vessels.

G. G. WALDEGRAVE.

N.B. Commandant of the flotilla, Signor Carracci, captain of frigates.

*List of Officers and Men Killed or Wounded on board his Majesty's Ship Thames, Weazle, and Pilot Sloops, in an Engagement with the Enemy off Amanthea, the 25th July, 1810.*

*Thames, Captain the Honourable G. G. Waldegrave.*

Patrick Finucane, private marine, killed; Thomas Dyce, private marine, wounded; Richard Harris, landman, ditto; Edward Boswell, able seaman, severely wounded.

*Weazle, Captain Henry Prescott.*

Robert Rooke, ordinary seaman, dangerously wounded.

*Pilot, Captain J. T. Nicholas.*

John Kelly, able seaman, wounded; George Gull, corporal of marines, ditto.

Several of the enemy killed and wounded, number not ascertained; prisoners and deserters fourteen in number.

G. G. WALDEGRAVE, Captain.

*Extract of a Letter from Captain Bullen, of his Majesty's Ship Volontaire, to Admiral Sir Charles Cotton, Bart. dated off St. Sebastian's, the 28th of September, 1810, and transmitted by the Admiral to John Wilson Croker, Esq.*

Fearful my letter of the 22d instant may not come to your hands so soon as this, I beg to repeat, that on the 5th instant the Spanish army under General O'Donnell left Tarragona, and on the 13th got to Arreus de Mar, at which place he divided his forces; himself taking the road to Besbal; and so rapid were his movements, the enemy was not apprized of his arrival till within a quarter of an hour of entering the town. This happened on the 14th, when a smart action took place, but of very short duration, when the French general, Swarty, with five hundred men, were taken prisoners.

On the same day St. Filui, Palamos, and Begor, were severally attacked, and all surrendered; the total of French taken being about fourteen hundred men, besides cannon, &c. &c. so that this coast from Roses, with the exception of the Medas Islands, is again in the possession of the Spaniards.

General O'Donnell, I am sorry to say, is badly wounded in the leg, but there is hopes of his doing well. The whole of the prisoners are at Tarragona, where the general now is, with only the inhabitants doing the duty of the garrison, and which makes him so anxious about their being removed.

Upon the whole, there is every prospect of the enemy being soon drove out of this province. I was yesterday at Escala, in the bay of Rosas, where the French had a depôt of corn, &c. all of which I have got on board this ship. Yesterday I was gratified to hear that, on Monday last, the French were defeated at Bascarra, where they were attacked by five hundred Spaniards, who took from them an immense convoy of provisions, (which was on its way from Perpignan to relieve Gerona,) besides four hundred prisoners. General McDonald was at Severa a few days since, but so reduced in his army (having now only six thousand men,) that it is generally thought he will not get back to Barcelona. Cadigues and all the small holds the French had near Rosas are abandoned, and the whole are gone to that garrison. The French are also in a bad way before Tortosa, as all the forts (three in number) which they had thrown up, have been washed down by the heavy rains. I have felt it necessary to take the



Minorca with me on this coast, which I hope you will approve of. I have not been able to reconnoitre the Medas Islands, owing to the very bad weather we have had, but I will do it the first opportunity.

I have the honour to be, &c.

CHARLES BULLEN.

*His Majesty's Ship Cambrian, Palamos,  
September 29, 1810.*

SIR,

In obedience to your commands, requiring a detailed account of the Cambrian's services during our late separation, I have to inform you, that at the request of General O'Donnell, I sailed from Tarragona on the 5th instant, having General Doyle on board, a xebec with sixty Spanish soldiers, and another with cannon, under my convoy, for the purpose of attacking the castle of Las Medas; on the following day we were joined off Blanes by the Spanish frigate Flora, and on the 8th discovered that the reduction of the castle was impracticable, the enemy, contrary to our expectations, having undisturbed possession of the coast. On the 10th, General Doyle, the Spanish soldiers and marines of both frigates, disembarked near Bega, and destroyed a battery of four twenty-four-pounders, (two only of which were mounted) and made prisoners thirty-six men of a French detachment. On the 14th our boats were enabled to render the Spaniards some assistance in their attack upon Palamos, when the launch was sunk by the battery, and two men wounded, as was also another of her crew, who with the officer and the remainder, aided the Spaniards in forcing the French position. After embarking on board the vessels in the Bay the French troops and cannon captured by the Spanish army, the Cambrian left Palamos on the 17th by the desire of General O'Donnell, who was conveyed in her badly wounded to Tarragona, where he was landed on the 19th following.

I with pleasure avail myself of this opportunity to express my entire approbation of the conduct of the officers and men belonging to the Cambrian, employed on the services before mentioned.

I have the honor to be, &c.

F. W. FANE.

*Captain Bullen, his Majesty's Ship Volontaire,  
Senior Officer on the Coast of Catalonia.*

*Copy of a Letter from Captain Hardy, of his Majesty's Ship Resolution, addressed to Vice-admiral Sir James Saumarez, K.B. and transmitted by the latter to John Wilson Croker, Esq.*

*His Majesty's Ship Resolution, at anchor off the South  
End of Langeland, October 31, 1810.*

SIR,

Yesterday evening two large gun-boats, capable of containing from forty to fifty men, attempting to annoy the van of a convoy, Rear-admiral Dixon directed me to see past Naskaw, were driven in shore by a few shots from his Majesty's ship under my command. This morning I sent Lieutenant Cousins, of this ship, to destroy them, which he did in a very gallant manner, under a heavy fire from a strong body of musketry and several field pieces. There were but few troops, and no field-pieces when the boats went away, but were brought down soon after the boats got near the beach. Lieutenant Cousins speaks very highly of the officers and the boats' crews. I am sorry to add six men were wounded, but I think will all do well.

I have the honour to be, &c.

T. HARDY.

*Copy of a Letter from Captain George Sayer, lately commanding his Majesty's Sloop Raleigh, addressed to Vice-admiral Sir James Saumarez, and transmitted by the latter to John Wilson Croker, Esq.*

*His Majesty's Sloop Raleigh, at Sea,  
November 2, 1810.*

SIR,

I have the honour to acquaint you, that this afternoon, at four o'clock, the island of Lessee bearing N.N.W. six leagues, his Majesty's sloop under my command captured, after a sharp chase, the Admiral Neil Suul, Danish privateer schooner, pierced for 16 guns, but had only ten mounted, with twenty-eight men, and commanded by M. Magnus Schiotte; out seven days from Randers, and had yesterday been concerned in the capture of a valuable American ship from Petersburg bound to London, which ship I was so fortunate as to recapture in the forenoon of this day.

I have, &c. GEORGE SAYER.

Vice-admiral Campbell has transmitted to John Wilson Croker, Esq. a letter which he had received from Lieutenant Jauncey, commanding the Cracker gun-vessel, giving an account of his having, on the 20th instant, captured the Diane French lugger privateer, of four guns and twenty-two men; she sailed the preceding day from Dunkirk, and had not made any capture.

*Copy of a Letter from Captain Sir William Bolton, of his Majesty's Ship Endymion, addressed to Vice-admiral Thornbrough, and transmitted by the latter to John Wilson Croker, Esq.*

*His Majesty's Ship Endymion, Core,  
November 13, 1810.*

SIR,

On the morning of the 11th instant, I gave chase to a brig off Cape Clear; on the morning of the 12th, it being calm, she escaped from under our guns with the assistance of her sweeps, and a breeze springing up, run us hell down by noon; but the wind freshening, we got within shot of her by twelve at night, and, after three hours firing, brought her to. It blew a hard gale, which prevented our taking possession until eleven at night of the 14th, in lat.  $51^{\circ} 27'$  N. long.  $14^{\circ} 30'$  W. when she proved to be the Milan privateer, of St. Maloe's, fourteen guns and eighty men, out eighteen days; no capture.

I have, &c.

W. BOLTON.

Captain Doyle, of his Majesty's sloop Lightning, has, in his letter of the 21st instant, to Mr. Croker, reported his having captured, in the North Sea, the French lugger privateer the General D'Orsenne, of fourteen guns and sixty-nine men.

NOV. 27, 1810.

*Copy of a Letter from Vice-admiral Drury, Commander-in-chief of His Majesty's Ships or Vessels in the East Indies, to John Wilson Croker, Esq. dated on board the Cornelia, in Madras Roads, July 12. 1810.*

SIR

I experience much pleasure in forwarding to you, for the information of the Right Honourable the Lords Commissioners of the Admiralty, copies of two letters received from Lieutenant Augustus Vere Drury, commanding

his Majesty's cutter *Sylvia*, detailing the circumstances attending the capture of a Dutch national brig, of eight guns, with two transports, and the destruction of three piratical prow; and feel happy in the opportunity of being able to express my approbation of the conduct and distinguished gallantry of this old and deserving officer, which reflects on him the highest credit, and will, I trust, recommend him to their lordships.

The *Echo* is the thirteenth vessel of force which has recently been taken from the enemy on the coast of Java.

I have the honour to be, &c.

W. O'B. DRURY.

*His Majesty's Cutter Sylvia, off Angra Point,  
April 20, 1810.*

SIR,

Proceeding through the Straits of Sunda, three separate attempts were made, by armed prow, to stop the progress of his Majesty's cutter under my command; the position taken by these vessels was close to the isle of Cracatoa, one of whom, on the 6th instant, swept out to the *Sylvia*, but was soon drove on shore, taken possession of, and finally destroyed, after taking out one six-pounder. On the 7th instant, an armed prow, of large dimensions, advanced so close to his Majesty's cutter, that I judged it necessary to deviate from my course and destroy this pirate which resolutely approached; a boat, under the command of an officer, and a party of volunteers, proceeded to harass the enemy, who now endeavoured to escape, but was prevented by the brisk fire of musketry kept up by the detached party, which took possession without sustaining the smallest loss.

On the 11th instant a large lugger, at anchor under Cracatoa, was seen to get under weigh, her movement indicating an hostile intention; I therefore equipped the prize, gave her in command to Mr. Chesnaye, who resolutely met the enemy's approach, compelling him to seek safety by flight; an island intervening caused us to lose sight of the enemy, therefore weighed anchor and stood out for the purpose of supporting the volunteers, who, I saw on the *Sylvia* coming up, were on the point of boarding; the obstinate refusal of the enemy to yield, compelled me to open and continue a destructive fire until the lugger sunk.

Herewith I have the honour to transmit you a list of killed and wounded, with a description of the vessels attacked.

Armed prow, of one six-pounder and thirty men.

Armed prow, of two six-pounders and thirty men; two killed and one wounded.

Armed lugger prow, of three eighteen-pounders and seventy-two men; killed and wounded unknown.

*Sylvia*—None killed; eight badly wounded; one since dead.

I have the honour to be, &c.

A. V. DRURY, Lieutenant and Commander.

*His Majesty's Cutter Sylvia, off Middleburgh  
Island, April 27. 1810.*

SIR,

I have the honour to mention to your excellency, that on the 26th instant, at break of day, three armed brigs with two lug-sail vessels were discerned under sail in the vicinity of Edam Island, hastening towards Batavia. Measures were instantly taken to intercept the sternmost vessels, by bringing to close action the Dutch national brig *D'Echo*, of eight six-pounders and forty-six men, commanded by Lieutenant Christian Thaarup, who surrendered to his Majesty's cutter after a sharp contest of twenty



minutes, having three killed and seven wounded, ourselves sustaining a loss of four men killed and three wounded.

The instant that a separation between the *Sylvia* and her prize could be effected, pursuit was given to the headmost brigs, which, aided by a favourable breeze and intervening shoals, effected their escape to the batteries of Unrust, leaving his Majesty's cutter to take possession of two transports, mounting two nine-pounders and defended by sixty men each; out twelve days from Sourabaya, laden with artillery equipage and valuable European goods.

Sub-lieutenant Chesnaye's conduct in this affair, and throughout the whole cruise, has been highly meritorious, I therefore beg leave to recommend him to your excellency as a brave young officer.

The inferior officers and seamen evinced the greatest desire of bringing the whole of the enemy's force to action, although much weakened by a deficiency of twelve men, rendered incapable by wounds received on a recent occasion with some desperate pirates.

I have the honour to be, &c.

A. V. DRURY, Lieutenant and Commander.

*His Excellency Rear-admiral Drury, &c.*

*East Indies.*

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### Naval Courts Martial.

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ON the 18th of November, William Fogwell, boatswain of his Majesty's ship the *Orion*, Captain Sir A. Collingwood Dickson, Bart. was tried for drunkenness, and beating a man unmercifully. He was dismissed from the *Orion*, and recommended to serve in an inferior rate.

On the 28th of November, a court martial was held on board the *Gladiator*, in Portsmouth Harbour, on Captain Frederick Warren, of the *Argo*, for not proceeding to Quebec according to Admiralty orders, to bring home a convoy. The Court agreed that the reasons Captain Warren had adduced in evidence (arising from the lateness of the season and the state of the weather) were sufficient for his not proceeding to Quebec according to the Admiralty directions, and under the circumstances of the case, did adjudge him to be acquitted.

On the 22d of November, Lieutenant George Davies, of his Majesty's ship the *Courageux*, was tried by a court martial at Plymouth, for having been found in a state of intoxication on his watch. The charge being proved, he was for this offence sentenced to be dismissed from his Majesty's service. He was afterwards tried for quarrelling with Lieutenant Wimper, and pulling his nose, for which he was, in addition to his former sentence, rendered incapable of ever serving in the navy again as an officer. Lieutenant Wimper was dismissed from the *Courageux*.

Henry Porter, John Figg, William Codlin, William Rowland, and John Wood, seamen of the *Antelope*, were afterwards tried for deserting with a boat at Pitt's Harbour, on the coast of Labradore. The charge being in part proved, they were each sentenced to receive 200 lashes.

## Promotions and Appointments.

## Admirals and Captains appointed and promoted.

Rear-admiral Freemantle has shifted his flag to the *Ville de Paris*; Captain C. Thomas, of that ship, has been superseded by Captain Francis Beaufort, (acting) until Captain Honey, appointed to her, can join from this country.

Rear-admiral Ferrier has hoisted his flag in the *Marlborough*, until the *Bellerophon* shall be ready to receive his flag.

Captains ——— Stewart to the *Blossom*, *vice* Beaufort; Charles James Austin to the *Caledonia*; Francis Beaufort to the *Frederickstein*; E. W. Hoare to the *Minden*, a new 74-gun ship launched at Bombay, and intended for the flag of Admiral Drury; W. W. Daniel to the *Doterell*; G. W. Willes to the *Leveret*; George Digby to the *Lavinia*; Robert Campbell to the *Tremendous*; E. W. C. R. Owen to the *Inconstant*; Edward Sterling Dickson to the *Stately*, *vice* Campbell; James Carpenter to the *Antelope*; Pyles Mounshee to the *Brisk*; Josiah Tetley to the *Guadaloupe*; Lord William Stuart to the *Elizabeth*; Henry Raper to the *Mars*; James Countts Crawford to the *Hussar*; William Shepherd to the *Columbine*; John Hollingworth to the *Salcette*; James Bradshaw to the *Eurydice*; W. B. Mends to the *Indian sloop*; Lord James Townshend to the *Æolus*; G. Bell to the *Challenger*; Kenneth Mackenzie to the *Venus*; John Hancock to the *Nymphs*; Alexander Renny, to the *Trinculo*; Goddard Blennerhasset to the *Phipps*; John Pascoe to the *Tartarus*.

Captains C. Watson, of the *Dolphin*, and Henry Prescott, of the *Weazle*, are promoted to post rank.

Lieutenant Sir William Parker, Bart. son of the late Admiral Sir William Parker, Bart. and flag-lieutenant to Vice-admiral Sir John T. Duckworth; and Lieutenant Collier, of the *Thames*, are promoted to the rank of commanders.

Captain Frederick Hoffman, to the *Apelles*, *vice* Olliver; Captain Alex. Milner to the *Dolphin*, *vice* Watson, promoted; Captain Blennerhasset to the *Challenger*.

Captain Westropp, of the royal marines, is appointed paymaster and commissary-in-chief to the brigade of marines and seamen serving on shore on the banks of the *Tagus*.

## Lieutenants, &amp;c. appointed.

James Long to the *Royalist*; M. Wills to the *Hawke*; John H. Holmes to the *Thisbe*; George Robinson to the *Ethalion*; E. Scott to the *Hannibal*; D. Hope to the *Macedonian*; ——— Boyce to the *Vengeur*; R. Atkins to the *Crocus*; H. Dixon to the *Tremendous*; T. Pettman to the *Bellerophon*; William Beckett to the *Pompée*; Charles Bowen (2) to the *Northumberland*; John Parson to the *Armide*; John Hawkins (2) to the *Grasshopper*; ——— Ryves to the *Alfred*; John Ellis to the *Dauntless*; Hugh Anderson to the *Mullet schooner*; John McKirdy to the *Revenge*; Henry Preston to the *Valiant*; Benjamin Keily to the *Abercrombie*; Robert Wood to the *Ulysses*; Edward Paul to the *Beaver*; William Firman to the *Alonzo*; Charles Pitt to the *Bri-tomart*; R. G. Meech to the *Orion*; Henry Harbin to the *Southampton*; Robert Atkins to the *Crocus*; William Chaceman to the *Rover*; James Robinson (1) to the *Bellona*; Jacob James to the *Courageux*;

Robert Shed to the Marlborough; W. E. Fiott to ditto; John Kirtley to the Gibraltar; James Walters to the Courageux; Samuel Roberts to do.; Henry Walker to do.; Alexander M'Konachie to the Grasshopper; George Reid to the Talbot; George Flin to the Safeguard gun-brig; — Greensword to the Fuen prison-ship; S. Rentish to the Victory; H. Preston to the Caledonia; — Merlin to the Medusa; R. B. Bowden to the Christian VII.; Prosper Ambrose to the Tweed; Bonamy Mansell to the Tyrian.

Mr. Tucker to be purser of the Spitfire.

Frederick Pittman, Esq. is appointed to be Secretary to Rear-admiral Ferrier.

A list of Midshipmen who have passed for lieutenants on the first Wednesday in the present month.

*Sheerness.*—J. Thompson, Edward Curlewis, T. Bushby, Thomas Hill, William Langdon, — Jennings.

*Portsmouth.*—Honourable Edward Curzon, John Anderson, Thomas Ritchie, Thomas Raymond, Isaac Richards, George Otto, T. W. Ellis, W. P. Galton, P. G. Panton.

*Plymouth.*—Henry Fitzgerald, Adam Edwards, William Marley.

#### Surgeons, &c. appointed.

James Foy to the Blossom; J. J. Inger to the Cordelia; Thomas Sanderson to the Grasshopper; Thomas Fisher to the Oberon; Andrew Smith to the Stately; Patrick Donnelly to the Ceres store-ship; John Hatley to the Jasper; Thomas Lewis to the Culloden; Richard Jones to the Africa; Andrew Douglas to the Utile; Richard Harris to the Tremendous; James Brydone to the garrison of the Island of Anholt; William Hill to the Marengo; John Lind to the Crown prison-ship; Theobald Mills to the Pigmy cutter; J. F. Legge to the Parthian; John Jones to act in the Arve Preneen prison-ship; John Fisher to the Satellite; William Macfarlane to the Reasonable; James Gillies to the dépôt for prisoners of war at Vellafield, near Edinburgh; Henry Towsey to the Roman; A. P. Lake to the Primrose; Alexander Tayler to the Pompée; P. F. Manning to the Wizard; John M'Cully to the Kron Princessen; Launcelot Armstrong to the Inconstant; Henry Day to the Crescent.

#### Assistant Surgeons, &c. appointed.

Mark Dill to the Sussex hospital-ship; James Bonner to the Hibernia; Joseph Bassan to the Reasonable; Charles Teaze to the Scipion; William Huey to the Dragon; Joseph Parry to the Gorgon hospital-ship; G. Haynes Jones to the Africa; James Breen to the Manly gun-brig; John Horne to the Vengeur; Alexander Campbell to be an hospital-mate at Forton prison; Andrew Macaush to the Bedford; Maurice Roberts to the Pompée; J. G. Lebere to be an hospital-mate at Haslar; W. E. Courtis to be ditto at Plymouth; Peter Cunningham to be ditto at Deal; Robert Halkett to be ditto at Portchester Castle; James Veitch to be ditto at Haslar; Robert Williams to be ditto at Forton; Alexander Cleghorn to be assistant-surgeon of the Pilchard schooner;



William Dennison to the Standard; Richard Morgan to the Leicester armed transport; George Bernard to be assistant-surgeon of the Victory.

Mr. James Domville, from the Utile at Yarmouth, to be an assistant-surgeon of the Royal Hospital at Greenwich, *vice* Doctor Tainsh.

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### BIRTHS.

On the 24th of November, at Bury, near Gosport, the lady of Captain Katon, R.N. of a son.

On the 22d November, at the Royal Academy in the Dock-yard at Portsmouth, the lady of Professor Inman, of a son.

December 18, in Holles Street, Cavendish Square, of a son, the lady of Captain Christian.

At Camberwell, the lady of Captain Younghusband, of the Hon. East India Company's service, of a daughter.

At North Yarmouth, the lady of Captain Robert Campbell, R.N. of a daughter.

At Shroton House, Blandford, the lady of Captain George Frederick Ryves, R.N. of a son.

The lady of Captain Cramer, R.N. of a daughter.

November 4, at Hursley, Hants, the lady of Captain Gilbert Heathcote, R.N. of a daughter.

At Northwold Cottage, Norfolk, the lady of Captain Manby, of a daughter.

December 19, in Dover-street, the lady of Vice-admiral Markham, of a son.

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### MARRIAGES.

September 21, at Antigua, Captain W. Mac Culloch, R.N. commanding H. M. S. Asp, to Miss Jane B. Osborn.

On the 2d of October, at Halifax, Nova Scotia, by the Right Reverend the Bishop of Nova Scotia, Henry Dilkes Byng, Esq. a captain of the royal navy, and nephew to the Right Hon. Lord Viscount Torrington, to Maria Jane, daughter of the Hon. J. B. Clarke, Member of his Majesty's Council of Cape Breton.—The Governor and Lady Prevost were present at the solemnization; and his Excellency gave the bride away.

December 4, at St. George the Martyr, Queen-square, by the Rev. Edward Chaplin, of Watlington, Norfolk, Charles Court, Esq. captain in the Hon. East India Company's Bombay marine, to Mary Ann, the eldest daughter of G. S. Holroyd, Esq. barrister at law of Gray's Inn.

S. Morris, Esq. of the V. O. Plymouth, to the daughter of the late Captain Dent, R.N.

At Norwich, on the 14th November, Lieutenant Charles Pitt, R. N. late of his Majesty's sloop the Sarpedon, to Matilda, only daughter and heiress of the late Sir George Walcot, Bart.

November 29, at Plymouth, Mr. John Kennedy, a superannuated master in the R.N. aged 74, to Miss Margaret Pringle, of London, aged 29 years.

Mr. Piddell, clerk in his Majesty's dock-yard, Portsmouth, to Miss Day, of Portsea.

December 4, at Kingston Church, near Portsmouth, by the Rev. William Russel, Lieutenant J. W. Purchase, R.N. to Elizabeth Ann, daughter of Mr. Spencer Smith, master in the royal navy.

December 6, Mr. Young, gunner in the royal navy, to Miss Mitchell, of Bishop street, Portsea.

December 1, at Woolwich, Captain Jones, a commander in the royal navy, to Miss Smith; and on the same day Lieutenant Crofton, of the marines, to Miss Ann Smith, daughter of Mr. Stephen Smith, of his Majesty's dock-yard at Woolwich.

December 12th, at Bideford, Francis Stanfell, Esq. captain in the royal navy, to Elizabeth, second daughter of Robert Barton, Esq. of Burrough House, in the county of Devon, and captain of his Majesty's ship York.

December 13, Mr. Rowe, of the royal navy, to Miss Downer, late of Portsmouth theatre,

At Exeter, Lieutenant Samuel Greenway, royal navy, to Miss Tucker, daughter of the late Mr. Tucker, of Honiton.

Mr. Mugford, gunner of his Majesty's ship Valiant, to Miss Chown, of Plymouth.

At St. George, Hanover-square, W. Tuckfield, Esq. R.N. to Miss Stephens, eldest daughter of James Stephens, Esq. of Parson's-green, Middlesex.

Captain Martin, R.N. late of Trenewydd, to Miss Thomas, of Narberth.

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#### OBITUARY.

Lately was drowned, off Brest, in attempting to take possession of le Glaveuse, French ketch privateer, Lieutenant Rudhall, of his Majesty's ship the *Armada*, son of the Rev. Mr. Rudhall, of Crediton.

September 26, in the naval hospital at Antigua, Mr. Thomas Sempell, late acting surgeon of the *Subtile* schooner.

November 17, at the Royal Academy at Portsmouth, Mrs. Livesay, wife of Mr. John Livesay, jun. drawing master to that institution.

November 20, at Cheltenham, Lady Edward O'Brien, daughter of General Hotham, sister-in-law to the Marquis of Thomond, and wife of Captain Lord Edward O'Brien, R.N.

In the West Indies, Lieutenant John Howell, of the *Pearlen*; Mr. J. D. Hardingham, purser of that ship; Lieutenants George Robinson, and Thomas Gibbs, of the Royal marines; Mr. Orrock, gunner; Mr. Freeman, boatswain; Mr. Charles Fearon, assistant-surgeon; Messrs. English and Crawford, master's mates; and Mr. Bastol and Mr. Daniel Smith, midshipmen, all of the same ship.

September 11, in the 22d year of his age, Lieutenant Charles Benyon, of his Majesty's ship *Ajax*, being killed in attempting to board an enemy's vessel off the Island of Elbe.

Of the yellow fever, at Trinidad, Captain Donithorne, of his Majesty's sloop *Cygnat*.

At Bengal, Captain P. Ferguson, of the Hon. East India Company's naval service, and nephew of Rear-admiral John Ferguson, of Southampton.

October 14, Lieutenant M. Mildredge, 1st of the *Emerald* frigate, aged 21. This young officer lost his life by the falling of one of the guns, whilst cruising on the coast of Ireland. He has left a mother (a widow) at Portsea, to whom he was a kind and liberal benefactor. His brother officers,

in testimony of their esteem for him, have caused a monument to be erected over his remains.

At Sierra Leone, Mrs. Columbine, wife of Captain Columbine, R.N. governor of that settlement.

Lately, on board the *Circe*, at Gibraltar, Mr. Mansell, eldest son of the Bishop of Bristol. He was taken a prisoner at the age of 13, with the brave and unfortunate Captain Wright, in the *Vincego*, and carried into France. After continuing there about five years, during which time he underwent much hardship and many cruelties, on account of the firmness of his determination, even at that tender age, not to give information which might affect his captain, against whom the enemy were bitterly incensed, on account of his being suspected of having landed Georges, Pichegru, &c. he finally succeeded in making his escape; but the sufferings he endured from his long and repeated concealment in wet ditches, woods, marshes, &c. for upwards of three months, during the course of that escape, too visibly affected his constitution.

December 6, of an apoplectic fit, Lieutenant Charles C. Ormsby, of his Majesty's ship the *Royal William*.

Lately was drowned, by the upsetting of the jolly boat of the *Apelles* sloop, Mr. Henry Green, surgeon of that sloop.

On the 21st of December, the infant son of Vice-admiral Markham; and, on the 22d, his lady, three days after her delivery.

At the Royal Naval Hospital, Stonehouse, Mr. Collins, superintending master at Plymouth.

December 12, Mr. Tremlett, at Torpoint, superintending master of the royal navy at Plymouth.

At Bengal, Captain John Dunlop, of the country sea service.

November 2, at Halifax, Nova Scotia, in the 16th year of his age, George Wentworth Moody, R.N. second son of Mrs. Nevinson. He was returning on board his ship, the *Atalante*, when the boat overset, and he was drowned.

At Edinburgh, Mr. Andrew Noble, surgeon, R.N.

Robert Jenner, Esq. of Doctors' Commons, proctor.

December 10, Mr. William Wheatley, apothecary, dispenser of Greenwich Hospital.

Admiral John Leigh Douglas, whose death is recorded at page 440 made captain in 1779; rear-admiral in 1795; Vice-admiral in 1801; and admiral in 1808. He was a respectable gentleman and correct officer: but had not had any opportunities in service for rendering himself professionally conspicuous.

December 21, at Portsea, in the 73d year of his age, William Bayley Esq. many years master of the Naval Academy in Portsmouth dock-yard, from which he retired when the late establishment of a Naval College took place, with an honourable remuneration for the faithful discharge of his duty. He was one of the most eminent circumnavigators, astronomers, and philosophers of the age; and no man ever discharged his duty to his country with more fidelity. He circumnavigated the Globe with Cook; and the immediate object of his mission was, to observe the Transit of Venus over the Sun's Disk, in order, if possible, to afford a more certain Method of ascertaining longitude. His afflictions were very great—having lost all his family, consisting of a wife and seven children, within a very short period of his death. His private virtues could only be appreciated by those who were most intimately acquainted with him, and they testify, there could not be a more affectionate husband and father, or a more sincere friend.



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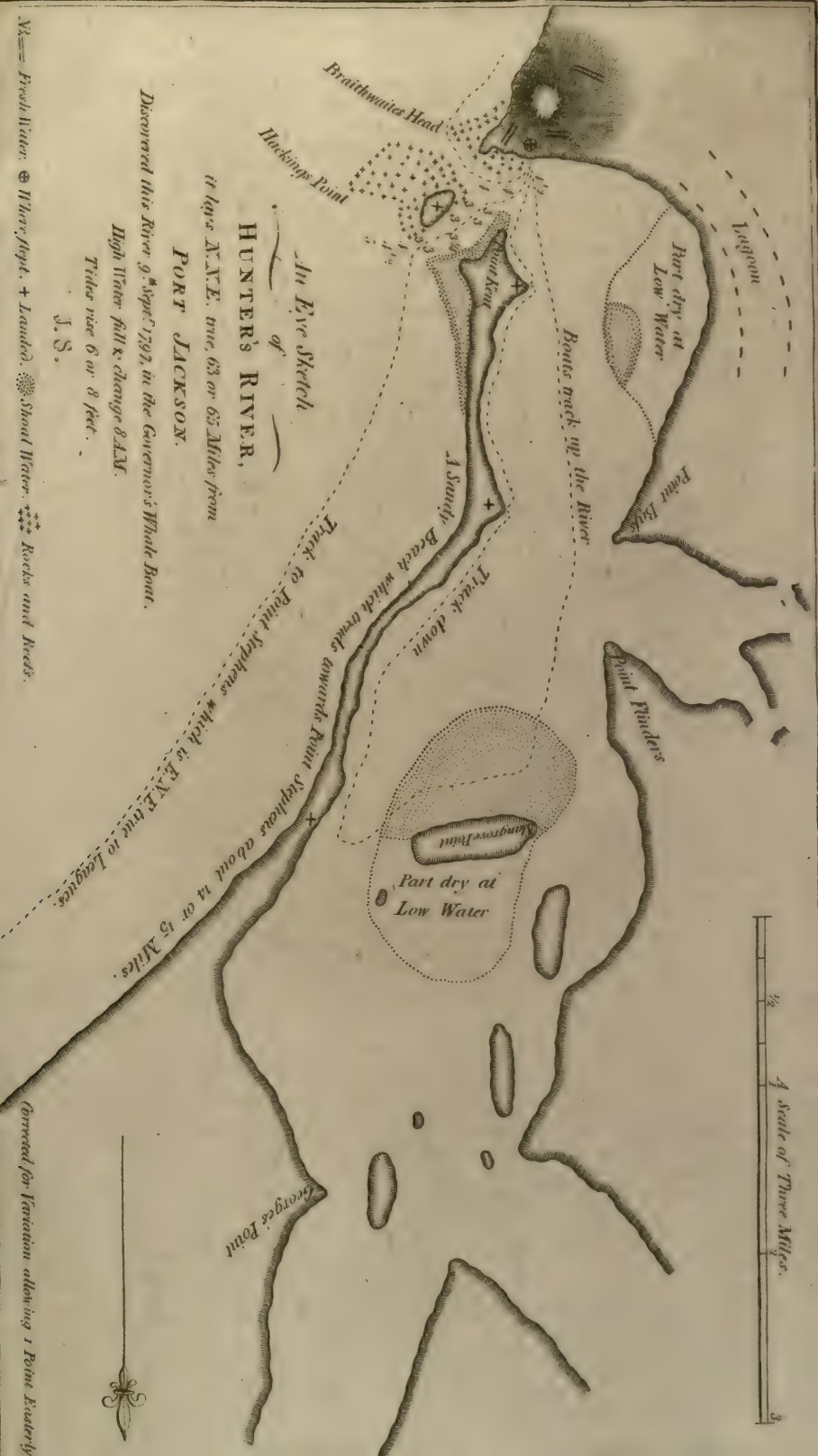
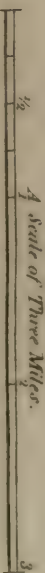
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Braithwaite's Head  
Huckings Point

An Eye Sketch  
of

HUNTER'S RIVER,

PORT JACKSON.

it lies N.N.E. true, 63 or 65 Miles from

Discovered this River 9<sup>th</sup> Sept<sup>r</sup> 1797, in the Governor's Whale Boat.

High Water full & change 8 A.M.

Tides rise 6 or 8 feet.

J.S.

W. = Fresh Water. ⊕ = Marsh, Dept. + Land. ⊙ = Shal Water. \* = Rocks and Reefs.

(Corrected for Variation allowing 1 Point Easterly)

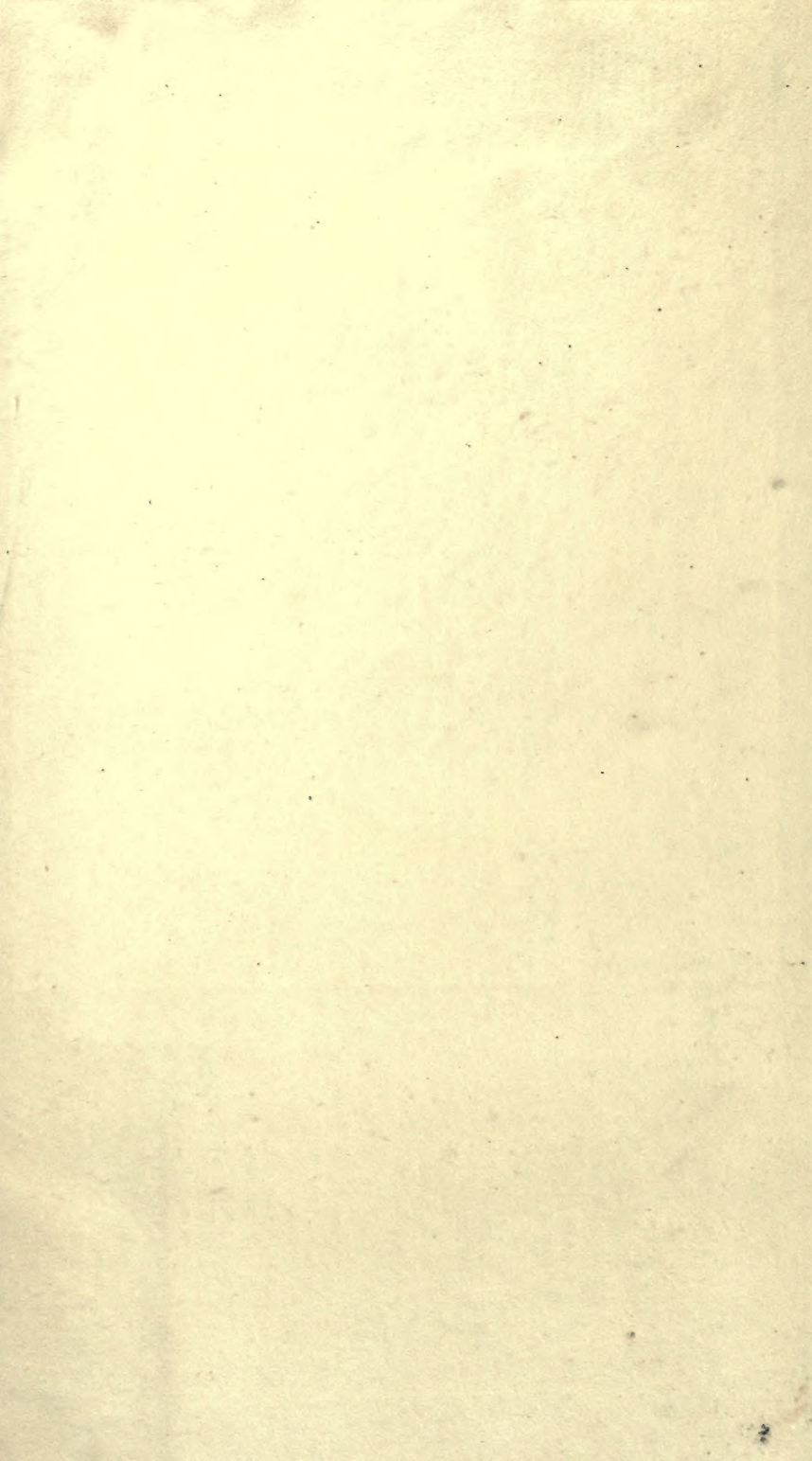












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